

Trident hitting power pegged

TRIDENT submarines will carry a maximum of 96 warheads with the same firepower as that carried by the Polaris boats.

Defence Secretary Malcolm Rifkind said last month that each Trident submarine, which had the potential to carry 128 warheads, may in fact carry 'significantly fewer' than 96 — though he did not believe it would be in the interests of the country to be more specific.

Savings would not in any case be great, since warheads cost hundreds of thousands, rather than millions of pounds.

Negotiations

Mr Rifkind confirmed Britain's readiness to participate fully in negotiations to secure a comprehensive nuclear test ban treaty and called for closer co-operation with France on nuclear matters.

HMS Vanguard, the first of the Trident boats, is due to go out on her first patrol late next year or early in 1995.

Second of the class, HMS Victorious, was rolled out at Barrow-in-Furness in September and is due to begin contractors sea trials next year.

● Vanguard simulator opened —see Page 33.

£87m dual drugs haul as warships swoop

● HMS Avenger escorts the rust-streaked Poseidon into Portsmouth after she was found to be carrying three tons of cannabis resin.



DOUBLE BUST

ANTI-DRUGS operations involving British warships and naval helicopters have together netted narcotics with a street value of £87 million

In the Atlantic, Type 21 frigate HMS Avenger provided the long arm of the law as naval personnel and Customs officials boarded the West Indies registered vessel Poseidon laden with three tons of cannabis resin worth £7 million.

Meanwhile in a separate incident in the Caribbean, Avenger's sister-ship HMS Active recovered an estimated £80 million worth of cocaine from the sea.

Avenger was called in to help Customs investigators working

under the codename Operation Dash. The frigate was assisted by fishery protection vessel HMS Guernsey and tanker RFA Olva with Sea King aircraft embarked. They tracked the Poseidon and boarded her 700 miles south-west of Land's End.

Prize crew

Armed forces personnel and Customs men were put on board the 930-ton ship by Olva's helicopters while the Avenger provided a prize crew and escorted the West Indies vessel into Portsmouth.

Six men and a woman were arrested by Customs and held in custody in Avenger until the ships reached port.

Even the Poseidon's cat, nicknamed Mogadon by naval personnel, was taken into custody — to be put into quarantine.

The arrest of the Poseidon was the culmination of a lengthy and covert Customs operation during which the vessel's movements were tracked. She is thought to be the mother-ship which supplied 2.7 tons of cannabis seized at Littlehampton on the South Coast at the same time as the boarding was taking place.

Praising the Navy's role in Operation Dash, Armed Forces Minister Mr Jeremy Hanley said: "I am delighted the Royal Navy was able to assist our col-

Season's greetings to one and all

HOME thoughts go out to a total of 18 warships and RFAs destined to be away on duty this Christmas.

HMS Campbeltown will be on patrol in the Gulf while the fishery protection vessel HMS Lindisfarne will be at sea in home waters.

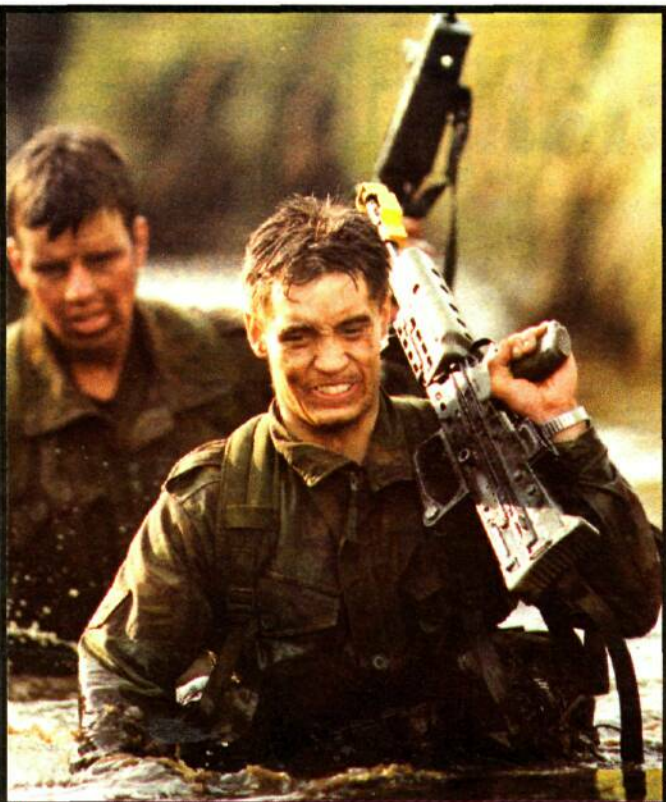
HMS Active as West Indies Guardship will spend Christmas in Tampa, Florida; Armilla Patrol destroyer HMS Glasgow will be in Penang.

In the Mediterranean, HMS Invincible will be in Malta; HMS Sheffield in Naples; RFA Olwen in Suda Bay, Crete; RFA Fort Austin in Trieste; and RFA Sir Geraint alongside Split.

SANCTIONS

HMS Southampton will be with Standing Naval Force Atlantic operating UN sanctions in the Adriatic. HM ships Newcastle and Dumbarton Castle will be on station in the South Atlantic while RFA Diligence will be alongside in the Falkland Islands.

Meanwhile HMS Endurance will spend Christmas in Rio de Janeiro and HMS Hecla in the Brazilian port of Maceio. Armilla Patrol support ships RFAs Bayleaf and Brambleleaf will spend the festive season in Dubai; RFA Oaklea will stand down in Port Canaveral, Florida, and RFA Resource will be employed on Operation Grapple.



OUCH! THAT'S A WINNER

"NO PAIN No Gain" is the title of this picture which put PO(PHOT) Paul Cowpe among the winners in this year's Peregrine Trophy competition for Royal Navy photographers.

Paul, serving with HQ Royal Marines, took two prizes — for the RM Portfolio which in-

cluded this picture, and for a similar photograph which won the Personnel at Work class.

Overall winners of the Trophy were members of the Photographic Section at RN air station Culdrose. Their work and other winning entries will appear in our next edition.

Plaque marks exit of SM1

A PLAQUE marking the departure from HMS Dolphin of the First Submarine Squadron has been unveiled at the base by Lady Fieldhouse, widow of Admiral of the Fleet Lord Fieldhouse, one of the most renowned former Flag Officer Submarines.

Departure of the Squadron to Devonport coincided with the annual reunion at Dolphin of the Submarine Old Comrades Association. The plaque is inscribed with the badge of SM1 and was presented by members of the squadron out of funds raised at a barbecue and dance held in July.

Among those present for the unveiling were the current Flag Officer Submarines, Vice-Admiral Toby Frere; the current Captain of SM1, Capt. Paul Branscombe; and the first Captain SM1, Capt. Napier RN (retd).

Code of safety adopted for subs

A CODE of Practice governing the conduct of British and other Nato submarines operating in coastal waters used by fishing vessels has been formally adopted by the Ministry of Defence.

Publication of the code has been announced in Parliament by the Minister of State for the Armed Forces, Mr Jeremy Hanley and follows a major effort by the Royal Navy to improve the safety of fishing vessels operating in waters used by dived submarines.

The code will apply in designated areas off the West Coast of Scotland and south of Devon and Cornwall and has been drawn up in consultation with representatives of the fishing industry.

FEWER OPS

Measures being taken include a reduction in dived operations, mandatory separation distances which must be observed by submarines, revised instructions to commanding officers in the event of a suspected collision and improved communications and consultation procedures between the Navy and fishermen.

They incorporate the Subfacts scheme introduced and developed initially in the Clyde exercise areas.

Subfacts has already been extended to a wider area off Scotland and now also applies to the exercise areas off the south-west coast of England. The radio scheme is designed to inform sea users of planned submarine activity 24 hours in advance.

Victory note discovered

A LETTER more than 100 years old has been found sandwiched between timbers on board HMS Victory.

It was discovered by shipwrights who were carrying out restoration work and reads: "This deck was laid October 27th 1886 by Naval Shipwright Pensioners. Jas Lockyear, leading man Mr M. Phillips Chief Carpenter RN in charge."

Sarajevo girl finds refuge at RN school



Bosnian refugee Lejla Golof works at a computer console at her new school — the Royal Naval School for Girls. Her classmates are (from left) Kathy Thomas, Claire von Ribbeck and Pippa Young.

SARAJEVO refugee Lejla Golof (16) has found a new home of learning at the Royal Naval School for Girls at Haslemere, Surrey.

Lejla, who was evacuated from Croatia by a charitable organisation, spoke no English when she arrived in Britain barely nine months ago. Now she is a star pupil at the Haslemere school where she is studying maths, physics and chemistry at A-level.

She left Bosnia and then Croatia with her mother and 14-year-old brother, at first living on income support in Birmingham where she attended comprehensive school. She then went to tertiary college for English tuition before the RN School for Girls offered her a place.

Despite her concern about her father, who is still in former Yugoslavia and from whom she has not heard for four months, Lejla is pro-

gressing extremely well and is described by the school's headmistress, Dr Jill Clough, as being a delightful pupil able to speak "amazingly good" English.

Lejla, who has her sights on becoming a doctor, has been provided with two years' free board by the school, while parents of other pupils contribute towards her pocket money and funds for her uniform.

Ship 'adoption'

Now Dr Clough is hoping that Lejla's funding may be further improved if a Royal Navy ship or establishment would "adopt" her, as well as help towards further sponsorship which would allow another Bosnian refugee to take advantage of the school's facilities. Dr Clough estimates that there are between 40 and 50 such children in different schools in the UK.

HECLA PARTY TIME FOR STREET KIDS

THESE former street children from Brazil found a pirates' party greatly to their liking when the survey ship HMS Hecla hosted them during her visit to Natal, in the north of the country.

The guests were from a local orphanage which cares for 3,000 children, most of them abandoned urchins rescued from the streets of the town.

During her current, six-month deployment to the South Atlantic, Hecla's programme also includes visits to the Brazilian ports of Ilheus, Rio de Janeiro, Vitoria — and Maceio for Christmas.

In Natal, where she was the first Royal Naval ship to visit for five years, she attracted more than 1,000 local people as well as widespread publicity on regional TV and radio and in the press.



Pipe dream comes true for Navy's tartan clan

NAVAL piping is reviving after a decade-long lapse. A Royal Naval Piping Society has been formed with a membership of 21 competent pipers intent on "promoting and advancing Highland bagpipe music" in the Service.

The original RNPS was formed in 1951 with the Duke of Edinburgh as patron and Admiral of the Fleet Viscount Cunningham as president. Although initially strong, the society was closely linked with the pipe band formed at HMS Caledonia and was dissolved when Caledonia closed in the early 1980s.

An attempt to revive the society failed in 1898. However, in March a second bid was more successful following articles in Navy News, the national press and Piping Times.

The society's pipers, many of whom serve in the South of England, include two of national competition standard and three able to instruct.

Longer-term aim of the RNPS is to participate in national events, to put on a display of piping at the annual RN Volunteer Band Festival.



Five pipers practice for the first public performance of members of the newly reformed RN Pipers Society. They played alongside Royal Marines musicians at HMS Nelson's Divisions on Trafalgar Day. They are (from left) Cdr. Campbell de Burgh of MOD(PE) Bath, Lt. Paul Methven on course at HMS Sultan, Constructor Cdr. Bill Gass of Flag Officer Surface Flotilla staff, Lt. Ewan Wharrie of HMS Daedalus and CPO Paddy Grayell of FOSF.

Gannet wins new status

HMS Gannet, the Navy's most northerly air base in Britain, has been granted the status of a Naval Air Station.

The announcement was made by Flag Officer Naval Aviation, Rear-Admiral Ian Garnett, at ceremonial divisions which marked the station's two-yearly inspection by the Admiral's staff.

Development of the base in recent years has included new hangars, accommodation, sick bay and meteorological office. There will be further work to improve office facilities as elements of 826 Naval Air Squadron — formerly based at Culdrose — have now amalgamated with Gannet-based 819 NAS. The expanded squadron will provide aircraft for Royal Fleet Auxiliary and frigate patrols.

During his visit to Gannet, Admiral Garnett presented the Queen's Commendation for Brave Conduct to LACMN Richard Fox. Richard was winched down to a small ledge 3,000ft up on Ben Lui, Argyll a year ago to rescue an injured climber.

Putting himself at risk in a stormy night, Richard disconnected himself from the winch wire to manoeuvre the casualty into a stretcher for winching on board the Sea King helicopter.

Malaysia medal proposal

FORMER soldier Peter Dawson is enlisting the help of all members of the armed forces who served in Malaysia since 1941 in his efforts to encourage the Malaysian Government to issue a new campaign medal.

He is asking for the personal and service details of those who were in Malaya and Singapore during the Second World War, or who took part in the Malaya Emergency, or the Indonesian Confrontation.

A spokesman at the Malaysian High Commission in London told Navy News that once Mr Dawson had accumulated this information the official proposal to cast a Malaysian campaign medal must be made on a Government-to-Government basis.

Mr Dawson is circulating a letter throughout ex-Service associations and the Royal British Legion. He would welcome information at 9 Park Avenue East, Keyworth, Nottingham NG12 5JZ. Tel: 0602 373157. Fax: 0602 375576.



DRUGS BUST

● From front page

leagues in Customs and Excise. I consider this to be an excellent result."

A spokesman for Customs and Excise told Navy News that the seven people arrested — two Germans, two Frenchmen and three Croat men — had been charged with importing cannabis.

"Getting the mother-ship was a real bonus for us, but we couldn't have done it without the help of the Royal Navy. It's not the first time they've helped us in this way and I'm sure it won't be the last. We are always impressed by the professional way they go about it."

In the Caribbean, alert look-outs in HMS Active brought about the seizure of more than three-quarters of a ton of cocaine with an estimated street value of £80 million.

Sixteen bales of the drug were recovered from the sea 20 miles east of the British Virgin Islands after sailors on watch spotted them floating in the water.

The ship's seaboats and her Lynx helicopter took part in the operation to recover the bales which had been waterproofed and wrapped in hessian. They were passed to police at Tortola where they were found to weight 0.8 metric tonnes.

"This has been a very successful day for us," Active's commanding officer, Capt. Chris Beagley, told Navy News. "It highlights the importance of good teamwork and alert look-outs."

Since she arrived on station as West Indies Guardship in September, much of Active's time has been spent as part of the multi-national force of warships enforcing UN sanctions against Haiti.

The international fleet also involves Active's support tanker RFA Oakleaf and ships from the USA, Canada, Netherlands, France and Argentina.

Active has been boarding vessels to verify that their cargoes do not infringe sanctions aimed at restoring democracy to Haiti.

● Dryad's crook busters — page 9
● Newsview — page 16

● Below: HMS Active's sea-rider comes alongside the frigate with four of the bales of cocaine she found in the Caribbean.



Bravery of sub fire medic

A PETTY officer who risked his own life to save a shipmate trapped by fire has been presented with the Queen's Commendation for Brave Conduct.

The incident occurred on April 30 last year when fire broke out in the switchboard room of the nuclear-powered submarine HMS Turbulent alongside at Devonport.

A member of the submarine's crew fell through an open escape scuttle and became trapped, losing his breathing apparatus.

Smoke from the fire had become a serious danger, and knowing this, and with complete disregard for his own safety, PO MA Chris Checkley went to the aid of his shipmate.

Unconscious

He gave his own face mask to the casualty and evacuated him to safety. However, without a clean air supply himself, PO MA Checkley drifted in and out of consciousness on several occasions and eventually had himself to be rescued by a search party.

PO MA Checkley is now a member of the crew of HM Submarine Trenchant, and he was presented with the Commendation by the commanding officer of that boat, Cdr. Philip Mathias.

PO MA Checkley's wife and two sons were present for the occasion which was followed by an informal reception in the senior rates mess on board.

Bands in concert

MASSED Bands of the Royal Marines present the Mountbatten Festival of Music at the Royal Albert Hall on February 16-18 at 7.30pm.

Proceeds from a wide programme of traditional and modern military music will go to the Malcolm Sargent Cancer Fund for Children and selected Service charities.

Tel 071 589 8212 for tickets from £5 to £19.



The Immortal Memory

L/C Lee Compton and A/C Rachel Coumbes lay a wreath at the place where Nelson died after Portsmouth Area Volunteer Cadet Corps' Trafalgar Day Parade in the starboard arena of HMS Victory.

IN BRIEF

FOUR Royal Marines have set up a new world record for abseiling by descending 3,627ft down a potash mine in Cleveland.

It represents the Royal Marines' third abseiling entry in "The Guinness Book of Records". They are already record holders for the highest abseil from a building and for endurance abseiling as reported in the November edition of Navy News.

Back by popular demand, the National Maritime Museum's "Pirates" exhibition will be open until January 9.

Fleet Air Arm personnel from Trinidad and Tobago who lost their lives in World War II are included on a new Aviation Memorial at the Chaguaramas Military History and Aviation Museum.

A 15lb Sun Fish named Nigel is on show at The Sea Life Centre, Weymouth, thanks to a party from HMS Manchester who found him straying far from home in the chilly waters of Portland Harbour.

Medals and Service Certificates of PO William Carroll, killed in action in HMS Hermes in 1942 on his way home after surviving the sinking of HMS Prince of Wales, and of CPO Edward Crissup have been hung on the Wall of Honour at HMS Drake WOs and Senior Rates Mess.

A plaque commemorating the fast minelayer HMS Abdiel and those who died in her at Taranto in September 1943 has been unveiled on The Parade at Cowes, Isle of Wight, where she was built in 1941.

HMS Gannet (1878), the last remaining RN sloop being restored at Chatham Historic Dockyard, now has her fourteen 69ft foremast — handmade using traditional techniques — stepped.

Meeting up in the Med

Standing Naval Force Mediterranean — flagship HMS Edinburgh — was paying a visit to Haifa, Israel last month — the first by a full NATO squadron.

Earlier, the Type 42 destroyer had been visited while on patrol in the Adriatic by the Commander-in-Chief Fleet, Admiral Sir Hugo White — who met up again with his former valet, LStd Michael Bishop.

The Edinburgh has been in the Mediterranean since July and became flagship of Commodore Alastair Ross in September when STANAVFORMED came under British command.

Her role is to help enforce United Nations resolutions covering the former Yugoslavia, which involves monitoring and boarding shipping suspected of breaching the embargo.

She will be relieved on station by HMS Chatham this month and is due to return home to Rosyth before Christmas.

● Right: Another reunion — POAEA (WL) Steve Macmillan had his first run ashore with his brother Jonathon when HMS Edinburgh joined HMS Beaver for a visit to Corfu.




Drafty
CND's Christmas message


THIS YEAR has been busy within Naval Drafting Division. Warfare Branch has arrived, ratings have been selected and courses to cross-train them have commenced in addition to direct recruiting for the new branch.

Redundancy Phase Two has now finished and we are into Phase Three. The rosters for all sea-going male and female ratings, with the exception of submariners and MAS, have been amalgamated and the policy for getting Wrens to sea continues.

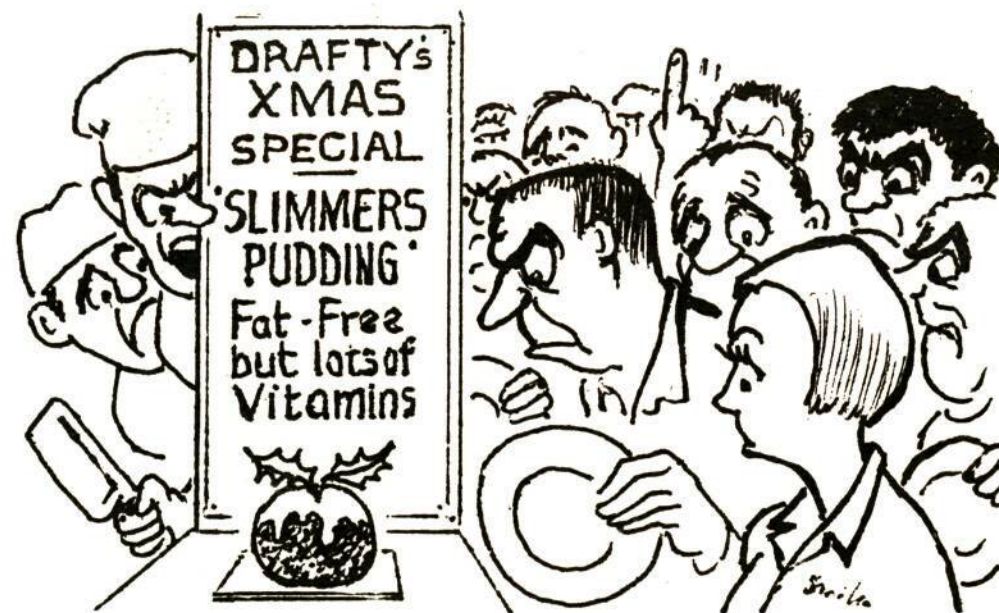
To cap all of this Drafty has carried out its own re-organisation so that the new, leaner Navy has a slimmed down — but still efficient — organisation to manage its rating manpower.

First phase

The changes within the Division are the first phase of a two-phase re-organisation, with the second and final change due to be completed by December 1995. The organisation will continue to be headed by an RN Captain as CND, but the Deputy Captain Naval Drafting has been renamed Staff Commander and he will have under him the Advancement/Promotion Section, Drafting Co-ordination Office and War Drafting Control Officer.

There are now five Drafting Sections, compared with the original six and they are still organised along tribal lines and headed by an appropriate RN Commander.

These sections are DI (War-



'What's the betting we get the usual disposal instructions from this ungrateful lot!'

fare Drafting), D2ME (ME Drafting), D2WE (non-WB WE Drafting), D3 (FAA Drafting) and D4 (S & S, Medical and Submarine Drafting). This last section will in future be headed by a Commander (S)(SM).

Each section will continue to have appropriate Lieutenant-Commanders (both serving and

retired) as desk officers. In fact, the same number of Drafting Officer posts remain. By Dec 95, the second phase of the re-organisation will take place. D2WE and D2ME will amalgamate to form D2 (Surface Flotilla Technical Drafting). The Drafting Commander for this section will be either a WE or

ME specialist.

The names of ratings selected for release under the third phase of the redundancy programme have all been promulgated. This should mean that as they leave the Service over the next 12 months, the Navy will return to the correct manpower balance where the requirement for manpower and the available manpower numbers are equal.

Notice

This will mean that the chances of early PVR release, easy in times of manpower surplus, will reduce markedly and may become non-existent for some categories.

Remember when submitting 18 months notice, you may have to serve the full 18 months. Don't accept a job, submit your notice and then expect to be released to start it. Obviously, whenever we can

help we will, but don't bank on it.

While on the subject of release, those who leave in 1994 under redundancy must move quickly to make sure they can achieve their resettlement training. For those who are redundant, time to release is very short and in many cases reliefs and ship and submarine programmes will make early release very difficult.

Courses

Think ahead if you are leaving on redundancy, find out what resettlement you wish to do and if it does not fit into your programme, or courses are all booked, tell your Divisional Officer. He can see if other arrangements can be made and if all fails at local level, then tell NDD who may be able to help.

Often Drafty only gets to hear of resettlement problems when individuals are on terminal leave when it is too late to do anything about it.

It is an old chestnut, but one that keeps re-occurring: Drafty does not alter Schemes of Complement (SOC). All amendments should be directed to DNMP via the appropriate admin authority. We can only draft to what is specified on the SOC. If you want somebody different, get it changed.

12-month rule

Don't forget that for the deletion and creation of billets, a 12-month rule is in force. This protects individuals in billets due for deletion and ensures the correct drafting notice for individuals in new billets.

If we can move people at less than 12 months' notice without disadvantaging individuals we will, but in many cases NDD has to use the full 12 months.

Finally, I wish all of you and your families a very happy Christmas and a peaceful New Year.

**Tell us
what
YOU
want!**

I WROTE in last year's Christmas message of the need to keep Drafty up to date with your personal circumstances and preferences. Unfortunately a significant minority have not heeded this.

This does mean that some may have missed out on consideration for some of the short notice, interesting billets that have come up, as well as for some of the more routine but attractive jobs. The message is clear — let Drafty know of your preferences and personal circumstances on Forms C230 and C240.

We are not clairvoyant. We still have an individual with Chatham as a first preference and in general the more senior people are, the more out of date are the preferences held at Centurion.

In a recent edition of Navy News a rating was asking for a swop draft from Scotland to anywhere in England. Investigation by his Drafting Section revealed that he was in PQ 4041 (additional manpower).

All ratings in this PQ are drafted to their preference area while awaiting a complement billet and this rating's "misfortune" was of his own making: his last DPC clearly stating that he was a volunteer for Scotland. Again, an up-to-date DPC is crucial when Drafty tries to satisfy individual preferences.



'... and no time off for good behaviour!'

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DAVID GOES ON A NOTE OF TRIUMPH



THERE was a distinct note of triumph when Cdr David Vaughan relinquished command of Britain's newest nuclear-powered submarine.

To celebrate his departure from HMS Triumph at Devonport, a pair of Triumph motorcycles from Bridge Street Motorcycles, Exeter, turned up to escort the outgoing commanding officer.

Cdr Vaughan, who joined Triumph when she was still in build at VSEL's Barrow-in-Furness

yard, is pictured here with the motorbikes and members of the submarine crew.

Since she entered service, Triumph's activities have included a long out-of-area deployment in the Indian Ocean during which she became the first SSN to dive in the Gulf. She has also visited Western Australia and Singapore.

Cdr Vaughan takes up appointment as Commander of the RN Submarine School in HMS Dolphin, Gosport. He has been relieved as commanding officer of Triumph by Lt Cdr Roy Weberstadt.



As luck would have it

ATHERSTONE'S

Facts and figures

FIRST of the three HM ships Atherstone was an 810 ton paddle mine-sweeper. She served during the First World War in the the Firth of Forth area and the Humber and was paid off in 1924.

The second ship of the name was the first Type I Hunt Class destroyer. Built by Cammell Laird, Birkenhead, she was completed in March 1940.

While off Ramsgate with a convoy in September 1940 she was bombed and severely damaged, but thereafter earned herself a reputation as a lucky ship.



Following repairs at Chatham she returned to service. In February 1942, she and the Polish-manned Hunt *Kujawak* intercepted and destroyed two German coasters off Alderney. The following month, the Atherstone escorted the Coastal Forces craft on the open sea passages to and from the successful raid on the locks at St Nazaire.

After a refit she was allocated to the Mediterranean Fleet and operated in the Western Med until the invasion of Sicily in July 1943. After escorting an assault convoy to the assault area for the Salerno invasion, the Atherstone formed part of the close escort which covered the return of the badly damaged battleship *Warspite*.

Throughout most of 1944 HMS Atherstone operated from Malta with the 18th Destroyer Flotilla, escorting convoys in the Mediterranean. In August 1944 she was included in the forces which covered the invasion of the south of France and, thereafter, she operated mainly in the Eastern Mediterranean and in the Aegean.

In December, following transfer to the 5th Destroyer Flotilla at Alexandria, the Atherstone undertook two patrols in the Adriatic, hunting for German coastal craft among the Dalmatian Islands. On the second of these, her consort, HMS Aldenham, was mined and sank with heavy loss of life. HMS Atherstone recovered the 63 survivors.

The Lucky Atherstone paid off in October 1945 and was reduced to the reserve. In November 1957 she was towed to the Clyde for breaking up.

● Fortunately, the good luck seems to have been inherited along with the name by the present MCMV. As her predecessor came through the Second World War relatively unscathed, the present HMS Atherstone sailed safely home from the Gulf conflict after being at the very forefront of mine clearance operations during the hostilities.

Recently awarded the WPA Mine Warfare Efficiency Trophy, today's HMS Atherstone glories in the nickname *Happystone*.



Pennant no. M38. Launched: 1.3.86. Commissioned: 30.1.87. Displacement: 625 tonnes. Length: 60 metres. Beam: 10m. Draught: 3.25m. Armament: 40mm Bofors. Mine warfare: 2 PAP104 Mine Disposal Vehicles. Propulsion: 2 x Paxman Deltic 9-59K diesels; 1 x Paxman Deltic 9-55 auxiliary diesel. Shafts: 2 plus bow thrust unit for minehunting. Speed: 15 knots. Range: 1,500 miles at 12 knots. Combat Data Systems: CAAIS DBA 4 action data automation. Radar: navigation — Kelvin Hughes Type 1006; I Band. Sonars: Plessey Type 193M, hull-mounted; minehunting, 100/300 kHz. Mil Cross mine avoidance sonar; hull-mounted; active; high frequency. Type 2059 addition to track PAP104. Ship's company: 48.

POSTCARDS of Ships of the Royal Navy are obtainable at 65p each (minimum order £1.95) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced at £7 and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10.50/foreign £12. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1956.

BACK!

REJOINING the hunt after a lengthy refit is HMS Atherstone, which will be rededicated at her home base of Portsmouth on December 3. Guest of honour will be Mrs Amy Jarvis, the ship's sponsor.

Basic Operational Sea Training followed the completion of the Atherstone's refit, her first major overhaul since build in 1986. The refit was a milestone for Rosyth Royal Dockyard as it was the yard's first commercial Hunt refit won by bidding against Vospers in Southampton.

Further trials and exercises in the Forth and Clyde areas follow before HMS Atherstone joins the MCMV On Call Force, scheduled for the beginning of March.

Hunt class Mine Counter Measures Vessels like HMS Atherstone are amongst the world's most sophisticated minewarfare ships. They are able both to sweep and hunt for all types of buoyant and ground mines.

Largest

The Atherstone was built by Vosper Thornycroft at Woolston and accepted into service in December 1986. Sixty metres in length and displacing 625 tonnes, the Hunt class are the largest glass reinforced plastic vessels afloat.

GRP was chosen because it is non-magnetic — some mines are detonated by the magnetism of passing ships — and can resist the shock loads of underwater explosions.

Mines are destroyed by sweeping them with towed wire and influence sweeps or are hunted using high definition sonar and then destroyed by use of explosives.

These are placed either by diver or by the ship's Remote

Controlled Mine Disposal System (virtually miniature submarines controlled from the ship and capable of laying explosives to detonate mines or surveying the sea bed using television cameras).

Accuracy

Like her sisters, the Atherstone relies heavily on computers both to ensure accuracy of navigation within a mined area and also for most aspects of minewarfare, the task for which she was principally designed. However, she is also equipped with a 40mm gun and can undertake general patrol duties.

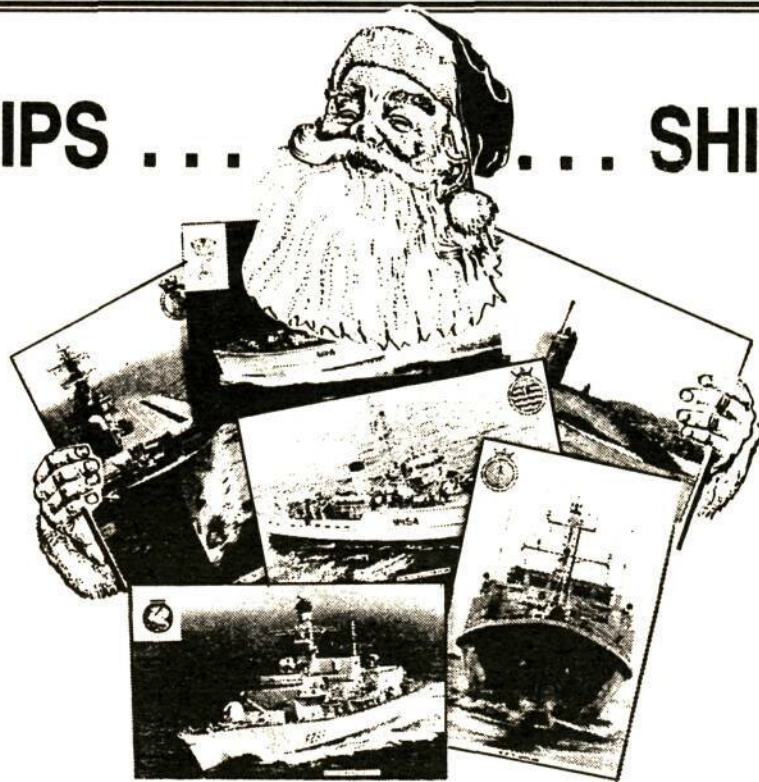
Powered by two Deltic diesel engines driving fixed propellers through ahead/astern clutches and reverse reduction gearboxes, HMS Atherstone has a top speed of 15 knots.

To facilitate the slow running necessary for mine warfare, a third Deltic provides power via hydrostatic transmission systems, air clutches and main gearboxes. The problems of manoeuvring at slow speeds are overcome by the use of a hydraulic bow thruster, thus removing the requirement for the activated rudder system found in conventional minesweepers and hunters.

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St Nazaire 1942 North Sea
1942-43 Atlantic 1943 Mediterranean
1943 Sicily 1943 Salerno 1943 South of France 1944 Adriatic
1944 Kuwait 1991.

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Child care to cradle your career

RECENTLY, there was a great deal of publicity surrounding the former RAF servicewoman who was awarded £33,000 after being discharged for becoming pregnant.

While I, and many others, view the past ruling that pregnant servicewomen should be discharged, as discriminatory and divisive, these were the regulations we accepted at the time.

I believe the focus should shift, from past conditions of service, to the future of servicewomen.

Immediately after the compensation announcement a MOD spokesman appeared on television and was subsequently quoted in the press saying that ALL establishments have creches and facilities for children.

After enquiries in Plymouth, Portsmouth and Rosyth, I have been unable to find child care provision on any Naval base, though there are plans for one creche in HMS Drake from next April.

There is a great risk that now the Services have allowed mothers to stay in, they feel nothing more needs to be done.

The fact is, the Services have done little to enable women to take up this option. Child care provision would be one way of redressing this. — Lieut.RN(W).

Dauntless's Lucky Jim

THE demise of the WRNS left me feeling rather sad — but brought back many happy memories.

"They call him Lucky Jim" ran the headline in the News of the World when they heard I had the rare honour and privilege of serving with the WRNS at HMS Dauntless back in 1961-62, when the training establishment at Burghfield, Berks was run by the late Supt. Margaret Drummond.

The Ship's Company were a wonderful bunch of ladies whom I will never forget. They were great to work with — nothing was ever too much effort or trouble, ask any of them for help or advice and it was always willingly and cheerfully given.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

My father became terminally ill just after I joined and was taken to the Royal Berkshire Hospital. I was immediately told I could have any time I wanted off to visit him with no need to inform anyone — that was the measure of their thoughtfulness and understanding.

I was rated Leading Seaman while at Dauntless — and I was the only man in the Navy at that time to have his new ID card (replacing the old pay book) stamped 'WRNS, HMS Dauntless, Burghfield'. — L. J. B. Butler, Easton, Portland.

Women's work

I STILL have fond memories of the Wrens I met in Chatham Barracks — they were first and foremost members of the female sex and not just women mechanics in uniform.

I am quite happy to see the ladies carry out work of a highly technical nature — but I would prefer them not to have oil and grease under their fingernails and to spare them the indignity of leaving their last meal in the nearest bucket in less than calm weather.

Furthermore, I have no wish to see any of them as a female version of Simon Weston in the event of future hostilities. — F. W. Kinsey, Harston, Cambridge.

Stoned by Glasgow

IN the September Navy News HMS Sultan claimed to be the first Navy tug of war team to have been placed in the top five of each category at the Royal Tournament.

I beg to differ on that score! In 1951 I was the coach of the heavyweight team (100 stones) which actually won the Royal Navy Championship pulling against Portsmouth and Devonport gunnery schools, both beaten by two straight pulls.

In the inter-services we were beaten by the RAOC Feltham — no disgrace, they being inter-service and All England champions!

To make our championship win it must be understood that my 100 stone team came from

the cruiser HMS Glasgow — the only ship's team ever to win at Earls Court. It comprised a mixed bag of ratings and though our supporters were obviously outnumbered by the huge crowd of Pompey and 'Oggy Oggy' fans we could still hear them shouting through the din.

Our medals were presented by Lord Montgomery. If any of the team would like to get in touch with me I'd welcome their letters. — J. V. Denholm, Raumati South, New Zealand.



Europa no hotel

I AGREE with S. W. Bowman's comments about the Europa minesweepers (October issue). I served in these vessels for five years in the war, in home waters and the Med.

What with the menace of mines, rough seas, E-boats and air raids on convoys — and poor quarters — the people who manned these vessels experienced some very hard times and deserve more publicity. — A. Etherton, Dorking.

Marc dùb do Navy News

ON reading 'Monument to the Midgets' (October issue) I was interested in finding the location of 'Loch Cairnbawn' on the West Coast of Sutherland. The spelling caught my eye as

Keep your hood on

WHILE watching the start of the Round the World yacht race I was appalled to see the saluting gun crew aboard one of Her Majesty's finest not wearing anti-flash hood or gloves.

Is this now a common occurrence, as I have not seen a signal or DCI or been told about it? If an accident happened, who would be liable?

In my 8½ years in the Navy I have always had to wear anti-flash for larger calibre guns, even when using the 7.64mm line throwing attachment. Without it, I think it is not only bad practice but unsafe. — LS(M) L. Elliott, HMS Scylla.

All hopes sunk for stewards?

I FELT I had to reply to the article in October's issue about foreign drafts for the S&S. It listed the billets available to my particular branch (Stewards) and stated that C240s are required if interested.

What the article failed to point out was that these billets tend to be for General Service ratings only and that Submarine Stewards are discriminated against when Foreign and even UK shore are available.

For example, in the Devonport area, home of the Second Submarine Squadron, there are seven T-class boats each carrying a LSTD and two Stewards.

It seems somewhat inadequate that there are only two shore drafts for Submarine

Stewards in the Port area, these being Captain SM2 residence for a LStd and a PO Steward's billet at the Stewards School.

Come on, Drafty — it's about time we had a rethink on shore drafts, both foreign and UK for Submarine Stewards. At the end of the day we still do the same job, both SM and GS.

You never know, one day we might even get a Submarine Steward working at the residence of Flag Officer Submarines. — POSTD N. S. Maitland, HMS Turbulent.

Letters

there is no letter 'w' in the Gaelic alphabet. After much perusal of maps and charts I finally found the loch in question — Namely Loch a' Cairn Bhàin — translating as the Loch of the White Rocks (Stones).

It is a great pity that slack pronunciation of the South British spoils the sound and spelling of these beautiful and expressive Gaelic place names. — Capt. A. M. Watson, Furnace, by Inverary.

Graveyard of industry

LIKE Mr. R. E. Thomas I spent my first year as an Art. App. at HMS Figsard. Twenty years

later I attended the Figsard Finale and since then I too have seen a total neglect of the site.

We have been badly let down by the RN — they could have at least preserved the gates.

At least ex juniors can still visit Ganges or St Vincent and be reminded of the great days of RN training. — M. Bell, Ruislip.

Our silver selection

MY wife and I have just spent a week-end at the China Fleet Club at Saltash, celebrating our silver wedding.

I think your advert hits it right on the head — what a very nice place to use as a base

camp for touring Devon and Cornwall. — W. Mead, Staines.

Leanders in the family

I JOINED the RN in 1963 and my first ship was HMS Leander — the first of the Class then in her first commission, which included a trip to the West Indies.

Now, 30 years later, my younger son's first ship is HMS Scylla, last of the Leanders on her last commission — and he has also visited the West Indies with her.

I shall be at Portsmouth with the rest of my family on December 3 to see the Scylla enter harbour for the last time — the end of an era. — I. G. Spence, Donnington, Telford.

More memorable mutts



ALTHOUGH many mascots have been justly rewarded with bravery medals and media coverage for exceptional service — we are always hearing about Just Nuisance of Simonstown — little recognition has been given to lesser-known mutts such as 'Tatters', the pint-sized Chinese pi-dog of HMS Terror at Singapore, circa 1963-70.

Tatters was a constant companion during my time in Terror — what happened to him when the base decommissioned? — L. M. Mackinnon, Stainton Cross, Cumbria.

HMS Hythe was one of the casualties listed in October's 'Fifty years On' — my brother, PO Bernard Bannell, died in her and so, presumably, did her mascot 'Wimpy'. Does anyone have any more information? — G. Bannell, King's Lynn.



No. 473 40th year

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Fish out of water



Forgotten corner

ON a visit to the Gambia we came across what appears to be the military section of the old colonial cemetery at Banjul (formerly Bathurst).

There are a number of graves of RN personnel who died in battle at Mandina in 1894 — from HMS Maggie and Raleigh and, I believe, Widgeon — and although there is no evidence of vandalism they are obviously not being maintained.

I wonder, since the centenary of this event is imminent, whether the War Graves Commission or HMS Raleigh might be interested in a tidy up? — J. M. Hasney, ex-WOAEA, Garmouth, Moray.

DESPITE the added responsibility incurred while supervising diving operations, the Ship's Diving Supervisor receives no recompense above that paid to the divers under his control.

The Army, however, recognises that their Unit Diving Supervisors (comparable to a Ship's Diving Supervisor) have taken on an additional workload and responsibility and see fit to reward them financially.

In addition to the lack of any extra payment for supervising, there is also no recognition for the time that the supervisor expends organising and controlling diving operations when he is unable to enter the water and qualify for "minutes".

As yet another quarter draws to a close I find that yet again I am struggling to qualify, not due to a lack of time spent on Diving Operations but due to time spent in the water.

Could not time spent supervising contribute towards qualifying time, maybe on the basis that for every two minutes spent supervising one will count towards qualification?

This could be with the caveat that a minimum time of say 60 minutes must actually be gained through diving.

The supervisor is after all the man who must consider all the safety implications of the dive and must therefore remain "current" even though he is not entering the water.

Unless we start to look after our supervisors, especially in the lean-manned environment where no-one has time to spare, we will lose them. — CRS K. A. Lewis, FOST.



HMY hosts CHOGM

HMY Britannia was the centre of attention at this year's Commonwealth Heads of Government Meeting at Limassol, Cyprus — making sure the proceedings ran like clockwork, as usual.

They were wound up with a ceremonial Sunset, performed by the Band of the Royal Marines and the Ship's Company. Britannia then sailed for Bombay via the Suez Canal.

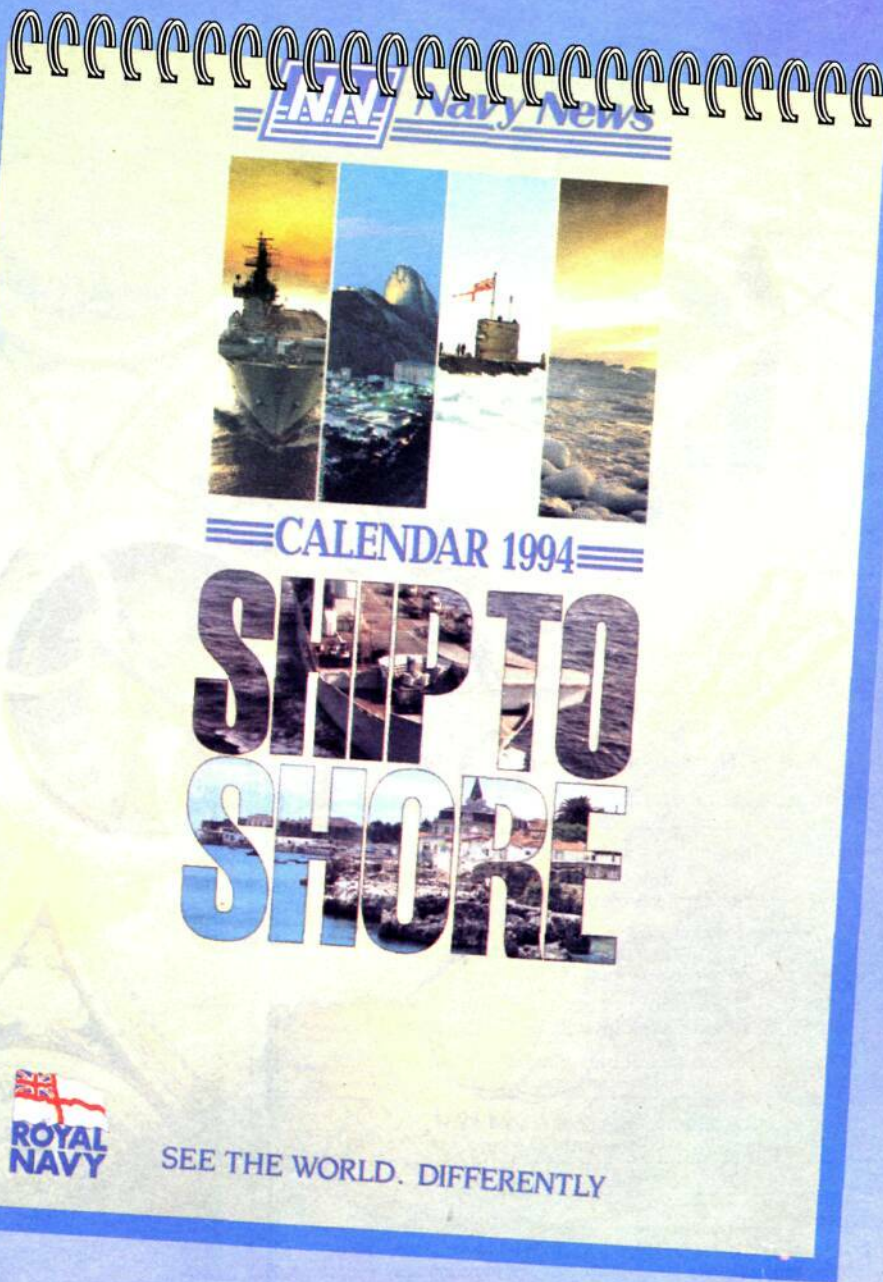
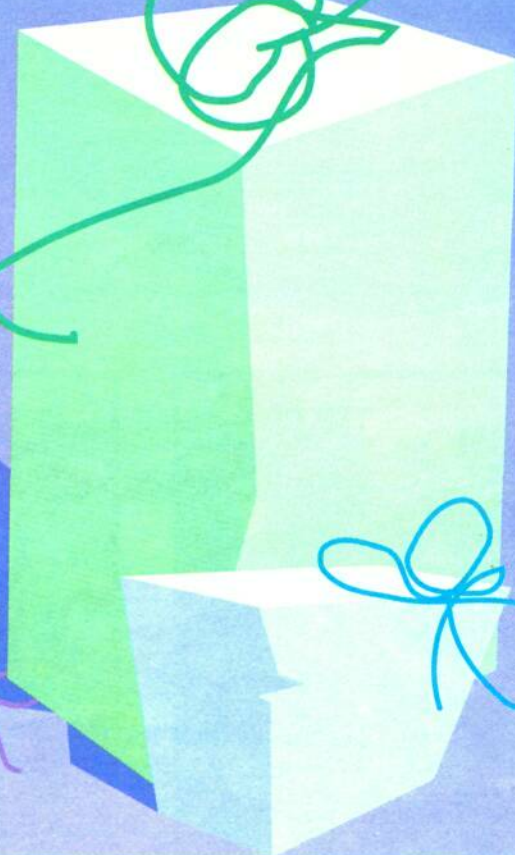
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Marines' last post in Belize

FROM the freezing cold of Norway to the steaming heat of Belize ... a quick change in temperature for 45 Cdo. as they returned early from their winter training to take up their last operational duties in Belize.

Before leaving for Central America, commanding officer Lieut.-Col. David Nicholls described their training in Norway as "very, very good preparation" and, once re-equipped for the jungle, the Marines left for, what many later described as, the best arms training of

ONE of Britain's longest-running operations since the Second World War, the training of Marines in the jungles of Belize for war with Guatemala, has come to an end. With the Guatemalan government officially recognising the country's existence, the Marines withdrew last month, handing over to the 2nd Gurkha Rifles. From January 1 security of Belize will be in the hands of the Belize Defence Force. Here, 45 Cdo. report on their last operational duties.

Pictures: LA(Phot) Jim Gibson 45 Cdo. RM.

their career.

Their busy six-month tour, which began last May, included jungle training and two major exercises designed to test the unit's defence of the country.

Duties also included manning observation posts over-

looking Guatemala and maintaining seven patrols on the ground at all times — by the time they left Belize they had carried out a total of 115 patrols, each of seven-to-ten days duration.

The jungle patrols, carried

out on foot, by vehicle or boat, covered a large part of the country where they supported police in anti-drugs operations, monitored illegal immigrants and illegal logging and checked on cattle rustling across the Mexican border.

Swollen rivers

One of the last patrols was led by Cpl. Charlie Breach of X Company. Dropped by Puma into the central southern area of the country — where there are no metalled roads and where wooden plank bridges are regularly washed away by swollen rivers — they spent 10 days covering 15-20 kilometres



● Above: Hunting Caye, the "operational" tropical island off the Belizean mainland.

a day, working from patrol bases.

"We checked villages and monitored a jungle airstrip for narcotics use," said Cpl. Breach, "and we found one village and many unmarked tracks which weren't even on the map so the patrol was useful from that point of view."

Conditions under which the patrols operated were extremely uncomfortable. All food and equipment for the 10 days were carried with them and all water had to be filtered and sterilised against cholera and other tropical diseases. The men were also encouraged to look out for the local wildlife which, as well as poisonous snakes and spiders, included Jaguars which are known to live in Central America!

However, it wasn't all hard work and no play for the Marines. The unit took advantage of some of the excellent adven-

ture training facilities, diving on the second largest coral reef in the world, taking part in sky-diving and mounting climbing expeditions.

Defence Force

The first of the camps in the country to be handed over to the Belize Defence Force was given up in October by Lieut. Jonny Norman, the last British officer in the camp. Most of 45 Cdo.'s patrols were accompanied by two members of the defence force and the unit ran a training cadre for their junior leaders to prepare them for the task they were taking over.

45 Cdo. returned from Belize at the beginning of last month in time for some well-earned leave, after which they begin their normal cycle of mountain and cold-weather training which, this winter, takes place in Scotland.



● Above right: Hunting Caye, the "operational" tropical island off the mainland of Belize. 45 Cdo.'s operational tour of the island included monitoring Guatemalan ships passing through Belizean waters.

● Left: Mayan witchcraft — Mne. Pasha Munro, of Mortar Troop, with members of his patrol at the Mayan ruins of Labantuun in central Belize.

● Below: Is the jungle still neutral? Mnes. Jason Reed and Chris Murphy of X Company find out what's lurking during their last operational patrol.



CATCHING up on world news with Mne. Colin Stubbs and Capt. Tim Daniels (below right) is Menonite farmer Jacob Penner who was happy to hear the Gulf War had ended — the pacifist community shuns all newspapers, radio and television!

During their six-month tour 45 Cdo. have helped the Mennonites who are vulnerable to cattle rustling from across the country's northern border with Mexico and their presence in the area helped cut down this particular wave of crime.

Fundraising

The people of Belize are a mixture of Mayan Indians, Hispanics and Caribbeans and Mne. Colin Stubbs has been involved in over half a dozen projects with all different racial communities during his tour, raising over £2,000 for local groups.

Unit MO Lieut. Simon Lee-Smith RN also spent a great deal of time visiting outlying villages and dispensing health care while chaplain Jake Watson helped local schools with the provision of books and the redecoration of classrooms.

During their last operational patrol (below left) Mnes. Chris Murphy (foreground) and Neil Campbell took time out to say goodbye to a group of Mayan Indians in a village in central Belize.



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PIRACY IN DRYAD'S SIGHTS

Crook-busting is new subject at Maritime School

FOR Captain Paul Canter and the Staff of the Maritime Tactical School at HMS Dryad, gone are the days of evolving tactics to counter the menace of the Soviet Navy.

Now most of their time is devoted to highlighting problems and evolving measures to combat threats from less sophisticated, but nevertheless hostile and well equipped forces around the world, both militaristic and criminal in their intentions.

Although much of the workload for the school staff involves teaching on the Tactical Floors through lectures or discussions encompassing all aspects of modern maritime warfare, study periods and seminars are taking on increasing importance as media for the exchange of ideas.

During the past year the School has conducted seminars on subjects ranging from counter-narcotics action to in-



shore warfare, while recent attention has been focused on piracy which is re-emerging as a problem to crews of ships in many parts of the world, particularly the Far East.

The sophisticated equipment available to modern pirates, including powerboats, radios, image intensifiers and modern weapons enables them to strike with little or no warning. Failure to comply with their demands often results in the loss

of life.

In recognition of the need for prompt action to tackle the problem, the Maritime Tactical School seminar investigated the current piracy threat to shipping and proposed actions that commanding officers of Royal Navy warships could take when on the scene of a piracy incident.

Officers from the Royal Navy, Royal Marines, US Navy and Royal Australian Navy



Using a floor map of the Singapore Strait, Cdr. David Harbun highlights the growing piracy problem during a seminar for Royal Navy, Royal Marines, US and Australian naval officers. The seminar represented one of a number of innovative courses being held at HMS Dryad's Maritime Tactical School (left) to meet the challenges of a new world disorder.

understanding between all three navies.

Despite the collapse of the Soviet Union and the Warsaw Pact, the world is still an unsettled place with plenty of security problems and potential for conflict.

The knowledge and experience provided by the Maritime Tactical School, with a range of courses, seminars and wargames, should ensure that officers are well prepared to meet the challenges that lie ahead as the role of the British Armed Forces moves away from avoiding East-West confrontation, towards coping with numerous smaller, less clear military challenges.

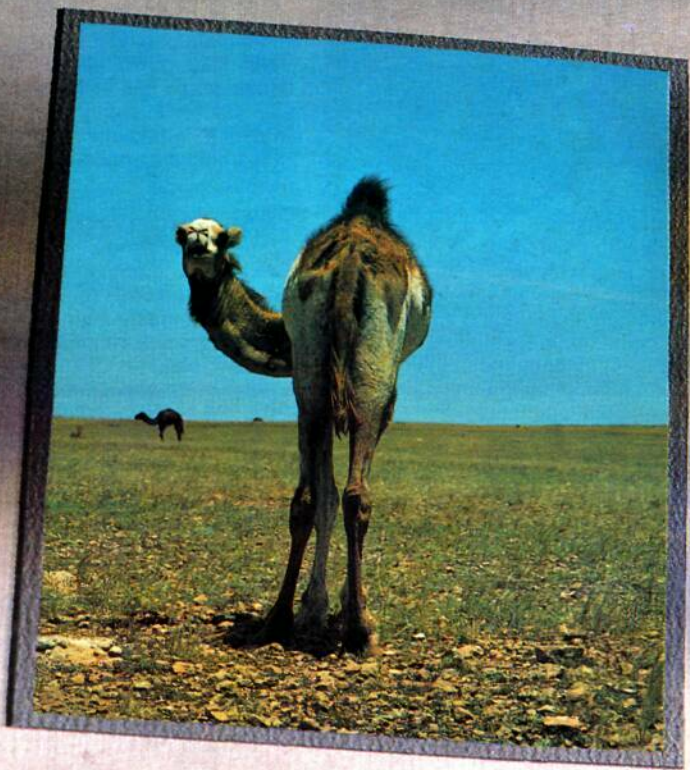
contributed to the seminar, in addition to representatives from the Ministry of Defence and Merchant Navy. A combination of knowledge from countries worldwide should enable the Royal Navy to offer effective assistance to vessels involved in a piracy incident.

The Maritime Tactical School also leads the Royal Navy's wargaming effort and conducts annual wargames not only for the Commander-in-

Chief Fleet, but also for sea-going Flag Officers including Commodore Amphibious Warfare.

In May the School hosted an historic event, a lively wargame between senior United States, British and Russian naval officers. This looked at the procedures to be used when conducting joint maritime operations in support of the United Nations and proved that there were many common areas of

A LAND OF Tradition & Change



Despite being a hostile environment for the majority of living creatures, the desert is home to a surprising variety of different species. Of these the camel is probably the best known and best equipped for survival, its secret lying in a combination of behavioural, anatomical and physiological adaptations.

Grazing over a large region rather than over-grazing a small area, for example, it will eat thorn bushes and dry vegetation avoided by other mammals and can endure long periods without drinking water.

Saudi Arabia is, however, much more than a kingdom of incredible zoological diversity. It is one of the most powerful nations in the Middle East and a political and economic power in the councils of the world.

It can also offer the opportunity to enjoy a unique lifestyle as part of Project Al Yamamah - a multi-billion pound commitment dedicated to helping sustain the Royal Saudi Air Force as one of the most technically advanced military forces in the Middle East.

Extending well into the next century, Britain's largest ever export agreement will continue to offer skilled men of a high calibre the chance to experience this fascinating kingdom and enjoy exceptional rewards in this culturally rich land of both tradition and change.



Dryad's blood, sweat and tyres



WHILE the wheels went around, the band played on and the collection buckets for Multiple Sclerosis sang to the tune of £870 as wheelchair-pushers and members of HMS Dryad's Volunteer Band covered a 10-mile course from Sainsburys in Fareham to Sainsburys in Portsmouth.

A quick wheel-change drill (left) was executed enroute by Lieut. Tony Lea (with jack) and Lieut. John Banister (with tyre) much to the amusement of an MS volunteer from Portsmouth.

Meanwhile, fresh from the success of their cycle ride from Portsmouth to Lisbon are a six-man team from HMS Dryad, pictured below, who managed to raise over £1,000 for the KGFS and the Neo-natal Unit of St Mary's Hospital, Portsmouth.

Lieut.-Cdr. Jim Drury, WO Steve Will, Lieut.-

Cdr. Ian Stidston, CK Alex Knott, POPT Mal Badham and Mr Dave Stevens, cycled continually on a Turbo Trainer during their crossing on board the P&O ferry Pride of Bilbao where they raised £200. On docking the team cycled the remaining 580 miles to Lisbon in three days and were met by Commodore Michael Bracelin and his staff at CINCIBERLANT.

While in Lisbon, former England football manager Bobby Robson, now manager of Sporting Lisbon, gave the Dryad cyclists a tour of the club.



FUN RUN

THE RN Supply School HMS Raleigh, took part in the annual Tri-Service Wheelchair Fun Marathon at RAF Locking and raised £300 for the British Sports Association for the Disabled.

At a special charity cabaret evening, held in the WO's and CPO's Mess, HMS Drake, the Devonport Field Gun Crew, still celebrating their victory at Earls Court, presented a cheque for £5,000 to the Handicapped Children's Pilgrimage Trust.

Helping Hands

Shot in the arm for maritime museum



THE "big guns" from RN air station Culdrose were out in force when a team from the Buffer's Party helped the Falmouth Maritime Museum by preparing a site and mounting a cannon for display outside the museum.

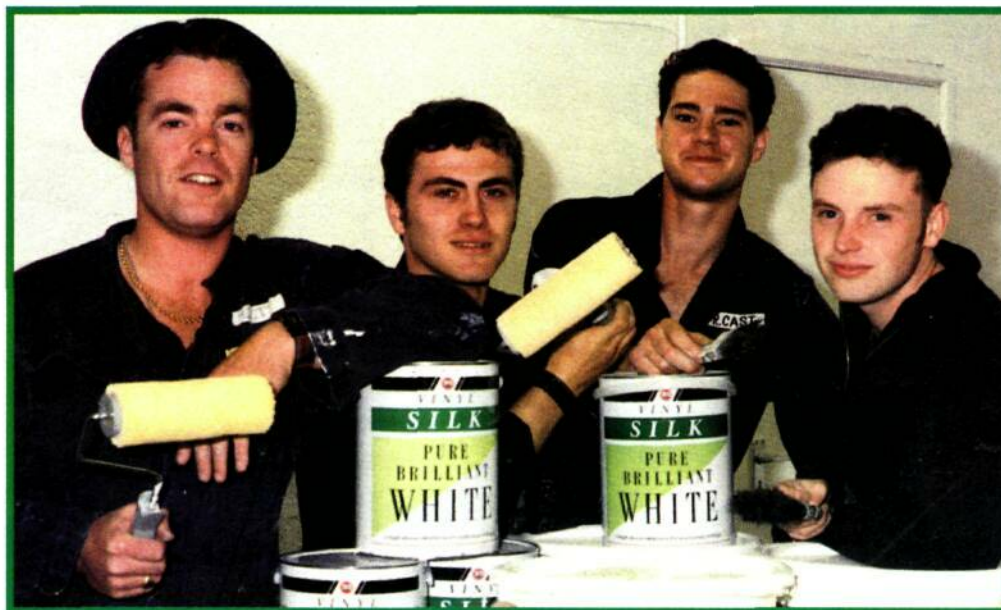
The six-man team, which included AEM Tim Mottershead, WRO Deborah Cook, CPO Mick Ginely and LA Rod Williams, were surprised to discover the cannon weighed nearly 850 kilos but using initiative and sheer muscle the task was swiftly carried out.

White knights to the rescue

SHIPS, boats or buildings, no task is beyond the Buffer's Party in HMS Defiance, so when the SSAFA charity shop in Granby Way, Devonport, appealed for help the "ad hoc" team rode to the rescue.

Under the watchful eye of SSAFA volunteers George Wood and Larry and Bernie Holder, the men soon got to work and gave the walls a much-needed paint job — the result was not battleship grey, as you might imagine, but brilliant white!

Pictured taking a breather are, from left, MEM Haydn Nott, WEM Tony Quinn, MEM Russ Cast and WEM George Faith. Picture: LA(Phot) Graham Meggitt



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Helping Hands



Steve's 'posse' pull in pounds

RADIO ONE DJ Steve Wright is pictured presenting a cheque for £6,684.80 to members of The Cancer and Leukaemia in Children Trust. The money was raised by Lieuts. Keith Ellett and John Scivier, Fit.-Lieut. Terry Evans and PO Ginge Pearce from RN air station Portland's ATC who visited 52 ATC units throughout the UK, covering more than 3,000 miles in 124 hours.

TREASURE HUNT IN DEEP WATERS

THERE'S hidden treasure in them there lochs as LMEM Danny McLinden and Lieut.-Cdr. Larry Young found out during a charity dive in Loch Katrine.

The RN ships' diving team from HMS Cochrane combined diving training with the chance to help Strathclyde Water's chosen charity, Water Aid, by collecting the thousands of coins thrown into the loch by visitors.

Eight divers scoured the bottom and searched among the silt and gravel bringing to the surface a full bucket of coins, many of which date back to the turn of the century.

It is hoped the coins will prove of value to Water Aid and help its current project of digging tube wells in West Bengal.

Other divers taking part included Lieut.-Cdr. John Scott, PO Gerry Band, Cdr. Ian MacFarlane, Ivor Milne and Tony Johnstone-Burt and AB Peter Maiden.



Sleep walk in Cyprus

NOT ones for taking things lying down, RN personnel and their families serving in Cyprus took part in a six-day charity bed push to raise money for the breeding and training of a guide dog for the blind.

The team set off from BFBS Radio at RAF Akrotiri and called in at Episkopi, Troodos, Larnaca, Dhekelia, Pergamos and Agia Napa finishing at the 9 Signal Regiment Summer Fete at Agios Nicolaos where they delivered Lieut.-Col. Jackson to officially open the fete. A grand total of 1,850 Cyprus pounds was raised during the event.

Shortly before HMS Invinible sailed for the Adriatic she played host to six-year-old Katie Hartill, from Portsmouth. Katie suffers from Spinal Muscular Atrophy and needs an electric wheelchair to help with her mobility so Capt. Fabian Malbon, on behalf of the ship's company, presented her with £200 towards her new chair.

Artificer Apprentices from Fisguard Squadron, HMS Raleigh, raised over £1,000 for the Handicapped Children's Pilgrimage Trust during the annual Pedal Car Rally at Torquay.

UN Peacekeeper Bears, sold in aid of the three Service benevolent funds and to provide UN-related materials for use in British schools, are available for £11 from the UN Shop, 23 New Quebec Street, London W1H 8DH (tel. 071-402 9029).

HMS Sultan have provided the Kennet and Avon Canal Trust with some original-style numbers which fit on to the locks and bridges of the canal — the numbers were made in the establishment's foundry.

HMS Westminster's Operations Department running team took part in the Great North Run, from Newcastle upon Tyne to South Shields, and raised money for the Children's Heart Unit Foundation at the city's Freeman Hospital.

LS David Morgan and Chief Survey Recorder Steven Hawes presented a cheque for £1,700 to the MacIntyre School for Mentally Handicapped Children during the pupils' visit to the ocean survey ship HMS Hecla. Money-spinning events during the ship's South Atlantic deployment included a 24-hour bench press in 80-plus degree temperatures.

While conducting a Towed Array Trial off the coast of Portugal a team of 100 runners from HMS Marlborough took part in a 100-mile relay around the upper deck in aid of an adopted charity in their second affiliated town of Middlesbrough.

A charity concert by The Combined Volunteer Bands from naval establishments within the Portsmouth area and held in HMS Collingwood, raised over £850 for the Handicapped Children's Pilgrimage Trust.

During a visit to Venice the ship's company of HMS Boxer held a sponsored weight-lifting session. The six-man team lifted 1,624 tonnes during the 12-hour session and raised £1,300 for the Association of Children With Heart Disorders.

The Ocelot 2000 Appeal, launched to raise funds to open HMS Ocelot to visitors in Chatham's Historic Dockyard, received a boost of £874 raised by the Army, Navy and Airforce Veterans Club.

SPECIAL DAY IN WAVENEY



CHILDREN from Kingspark School, Dundee, enjoyed a special day out during a visit to HMS Waveney.

The pupils, who suffer from a variety of handicaps, were invited on board the River Class minesweeper at King George V Wharf at Dundee docks and were hosted by POs Michael Dixon and Allan Anderson, MEM Robert Dixon, Lieut. Michael Davies and Seaman Paul Jeffries.

Picture: Dundee Evening Telegraph.

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'New lamps for old' it's not

IF you are posted overseas and sending your household goods on under MOD unaccompanied baggage arrangements, remember you need to take out your own transit insurance cover.

This also applies to the Furniture Movement Trial (FMT) scheme between the UK and NW Europe.

The Service Contract Systems (SCS) for removals and storage within the UK includes indemnity insurance cover during packing and unpacking, in transit and, where appropriate, in storage up to a maximum declared value of £25,000 for a maximum volume entitlement of 2,400 cu ft.

This does not equate to a 'new for old' policy though, so it is a good idea to make private arrangements to provide a more comprehensive level of cover.

— DCI JS 82/93

Queen Vic regulars

APPLICANTS for admission to Queen Victoria School, Dunblane — a boarding school for the sons of Scottish servicemen — are now invited for the September 1994 intake.

Tuition and board are free at this MOD-financed school though there is a termly charge of £115 for clothing and haircutting and various subscriptions

for sports and personal accident insurance.

Boys should be aged 9½-12 next September and sons of officers are only eligible if their father or mother served at least four years as a regular.

Details from the Bursar, tel 0786 822288.

— DCI JS 84/93

Tournament dates

NEXT year's Royal Tournament will be held at Earls Court from 19-30 July. Details for travel and accommodation allowances are given and applications for the Field Gun Competition should now be addressed on Form C240 as soon as possible. Training begins on 9 May.

— DCI RN 243-244/93

Pressing need

VOLUNTEERS are sought to serve with the Naval Careers Service for periods of up to three months.

No reliefs will be provided — DNR is well aware that it is be-

not

coming increasingly difficult to spare ratings, particularly senior ratings, for the full three months so shorter periods of attachment are now possible.

Names should be forwarded, together with three Careers Information Offices from the list in order of preference, home towns and confirmation that he/she can be spared without relief, to the Commodore HMS Centurion or the Director Drafting and Records Office, Royal Marines in the first instance for drafting clearance.

DCI RN 229/93

More pool resources

SAFETY guidelines on the operation of swimming pools — the RN and RM have 14 with around 10,000 users a week — are given, in the light of heightened concern over the potential for spinal injuries.

HMS Temeraire recommend that pool management staffs undertake a comprehensive risk assessment, management and reduction campaign and provide a full outfit of fixed and portable safety and rescue equipment.

DCI RN 235/93



"I'd like to know why your Dad wants me to go on ahead as baggage!"

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Get Wise on DCIs

All welcome at Lourdes

THE 36th International Military Pilgrimage to Lourdes will be on 27-30 May 1994. Though intended primarily for Roman Catholic personnel and their families all denominations are welcome.

Details from local RC Chaplains or from PRCC(A), Room 13, MOD Chaplains (Army) Bagshot Park, Bagshot, Surrey GU19 5PL.

— DCI JS 85/93

Study of studies

A DATA base of RN and Tri-Service studies has been established to avoid duplication of initiatives designed to rationalise

business across the Service — OSG, Market Testing and the Afloat Training Group Study are but three of many.

The Directory of Naval Studies (DONS) is available to anyone requiring information on studies past, present or planned. Enquiries to HMS Nelson (Gunwharf), Portsmouth PO1 3HH, tel Portsmouth Naval Base 24635 or 0705 830245.

— DCI RN 236/93

Ski Navy in new style

THE Royal Navy 1994 Ski Championships will be held at Orcieres-Merlette in the Southern French Alps from 9-22 Jan.

Format has been changed, condensing the racing into one week. Main registration forms must be returned to the championship organiser, Lieut. N. Rich-

AIM of this regular feature is to give a general impression of new Defence Council Instructions, some of which will affect conditions of service. In the event of action being taken the full original text should be studied.

es at DNPS Section, HMS Centurion by 21 Dec.

A ski mountaineering expedition to the Parc Nationale de la Vanoise, France, is being organised by the RN Winter Sports Association from 18 March-2 April. Applications to Cdr J. W. R. Grant, MOD (DNMT(E)/ESM), Ripley Block, Old Admiralty Building, Spring Gardens, Whitehall, London SW1A 2BE.

Announcement under DCI RN 240/93
DCI RN 238/93

Captives to play a strong card

IN case of capture, personnel operating in declared hostile zones — such as Bosnia and North and South Iraq — must now carry both their peacetime ID cards and 'F Ident 189', now to be known as the 'Operational ID Card'.

The latter are held centrally on board HM ships which are in any event considered 'operational' once they sail from the UK.

Northern Ireland, the Falkland Islands and Belize are excluded from this policy, the decision on issuing F Ident 189s resting with theatre commanders. They may soon be replaced with a more robust plastic version in line with the introduction of new tri-Service ID cards and ID discs.

— DCI JS 86/93



"You fool! You gave them your blood donor card!"

NORFOLK HAS HER UPS AND DOWNS



Harrier hitch



ONE of HMS Invincible's Sea Harriers gets a lift back to the carrier thanks to a US Navy Sea Stallion helicopter. The Harrier had suffered engine trouble and diverted to land at an Italian airfield.

MOD launches new hotel booking plan

NAVAL personnel who require hotel accommodation on duty will now have rooms booked through a Central Hotel Booking Service.

The service is being run for the Ministry of Defence by the computer company IBM in partnership with travel agents Thomas Cook and is the main feature of changes in night subsistence arrangements.

Effective from December 1, the scheme provides MOD personnel with a minimum standard of accommodation at special discount rates. Participating hotels offer a room with en-suite bath or shower, colour TV, working space including telephone, breakfast, restaurant

facilities, reception security and statutory safety and fire provision.

The arrangements apply to all MOD personnel who require an overnight stay and cannot be provided with Service accommodation. The scheme does not apply in Northern Ireland.

Computerised

Information on how to contact the CHBS is being published within ships and establishments. The service is computerised with a networked database of selected hotels. It has telephone and fax lines dedicated to MOD and most bookings will be on-the-spot.

New rates of night subsistence allowance are also being introduced. They comprise three elements:

● Bed and breakfast offered through the CHBS or a choice of hotels offering the minimum standard within the discounted rate. When the CHBS is unable to offer a hotel actual B&B ex-

penses within an undiscounted rate may be claimed. B&B expenses are graded according to rank.

● Essential Expenses (EE) are £20 for all classes.

● The personal Incidental Expenses element introduced last April covers the costs of a newspaper, telephone call and laundry.

Clubs

A new flat rate of £25 — the Privately Arranged Rate — is available to personnel who make arrangements to stay overnight with relatives or friends. Those wishing to stay in Service or civilian clubs may claim actuals up to the discounted rate.

Details of the changes are available from Unit Personnel Offices and will be published in DCIs. Meanwhile the arrangements will be closely monitored with regular reviews to ensure that the scheme runs according to plan.

THESE dramatic pictures of HMS Norfolk biting into a Channel swell were taken during her basic operational sea training off Portland.

After a slow start her performance was steadily improving when a defect forced her return to Devonport — where internal training continued.

A midweek visit from FOST staff heralded a major fire control exercise, while her return to Portland after a week at Devonport brought her a security exercise, a disaster exercise and a Thursday War — all in the space of three days.

The rest of Norfolk's BOST ran to schedule and included successful firing of two of her vertically launched Seawolf surface-to-air missiles.

Lynx with the past

HMS Coventry's veteran Lynx helicopter, nicknamed Jessica, has notched up her 10,000th recovery.

The Mark 3 GMS Lynx (Cab 336) entered service in 1976 and has flown more hours than any other Lynx in service. For her big day she was flown by Lt. Richard Kerslake and the aircraft captain and observer Lt. Kev Bramble. She was guided back on to deck by the flight deck officer MAA Chris Wellstead.

Jessica's 10,000th recovery came while Coventry was consort for Principal Warfare Officer training in the Solent.

STOKERS TO BEGIN COURSE CHANGE

NEW CAREER courses for Marine Engineering Mechanics are to be introduced in April as part of the changes brought about by ME Branch Development. The arrangements, outlined in February's Navy News, also involve the introduction of a new ME Artificer qualifying course from January 1 and a sea training year for MEA apprentices.

Career courses for MEM2s will replace Part II training and will be undertaken by all MEMs joining HMS Sultan after Part I. Technical training will be common for all MEM2s, who will not specialise until the LMEM qualifying course. Ratings selected for Submarine Service will undertake Submarine Foundation Training on completion.

The MEM1 career course will be undertaken by all MEMs joining after April and will replace Part III training to increase capability in non-specialist, electro-mechanical maintenance.

Both career courses will span eight weeks.

Task books

MEM2s and MEM1s will be required to complete a new task book, during the first sea draft in the case of MEM2s. MEM1s must complete their book to qualify for Scale B pay and before sitting the provisional examination for ALMEM.

From April the Auxiliary Machinery Certificate will be replaced by the MEM Operator Certificate (MEMOC). Parts A and B of the MEMOC are required for advancement to MEM1, while Part C is required for Scale B pay.

Artificer apprentices joining after January 1 and who subsequently specialise as MEAs will take a new qualifying course — MEAQC, Part 1 of which will consist of a term at HMS Raleigh. Part 2 will be 18 weeks'

training at Sultan.

Part 3 will consist of a year at sea during which time MEA apprentices will be required to complete a task book and qualify as operators in all MEM2 and MEM1 watchkeeping positions. They will return to Sultan to specialise in General or Submarine Service and complete Parts 4 and 5 of the MEAQC.

● Full details of the changes will be published in DCIs and in MEBD Bulletins, while details of other career and specialist courses are yet to be announced. For further information contact the ME Branch Development Team on HMS Sultan ext. 2370.

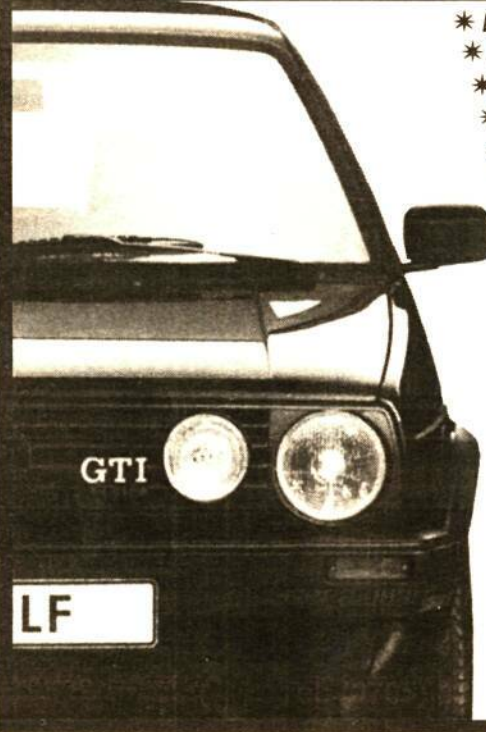
Scott sailor honoured

EIGHTY-TWO years after his death on Capt. Scott's expedition to the South Pole, Petty Officer Edgar Evans is to be honoured in his home town of Swansea, South Wales.

On February 17, the anniversary of Evans's death, a bust of the sailor will be presented to Swansea by the Lord Mayor of Cardiff, the city from which Scott's ship Terra Nova sailed in 1910.

The bust has been commissioned by the Cardiff-based Captain Scott Society and its presentation will be marked by a civic ceremony in Swansea's Brangwyn Hall.

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WARTIME SAILORS GIVEN A LOCAL TRIBUTE

SEPTUAGENARIANS Stan Sutcliffe and Fred Mycock were moved to tears when their "local", the Dog and Partridge in Bridgemont, Whaley Bridge near Stockport, was decorated to commemorate their part in the Battle of the Atlantic.

Landlord Dave Kenney's permanent tribute includes photographs and badges of their old ships. The help of POMEM Richard Smith (Sultan) was enlisted by his father, Ernie, another regular at the Dog and Partridge, to track down the memorabilia.

Fred served in the destroyer HMS Haydon and Stan in the Flower class corvette HMS Wallflower.

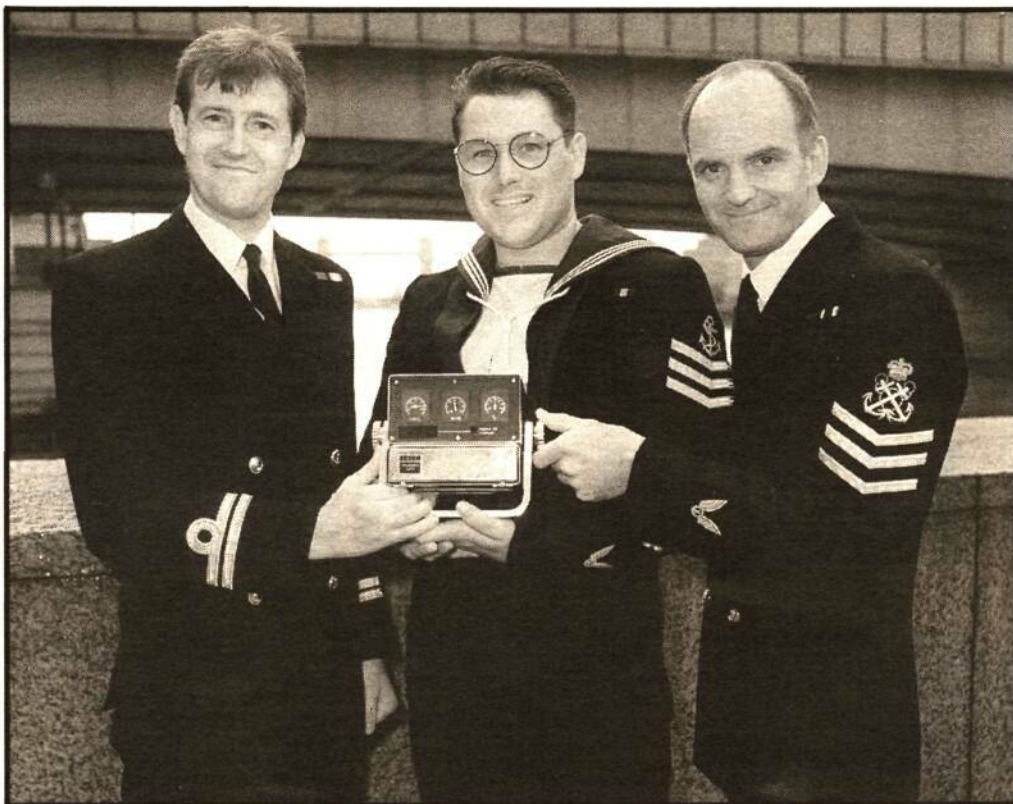
Appropriate

Dave said: "As this is the 50th anniversary of the Battle of the Atlantic, we felt it would be appropriate to express our thanks to Stan and Fred and our admiration for what they and others did."

"It took five months to organise, but was worth it. After the unveiling it was good to see how many of our younger customers went to shake the Senior Servicemen by the hand."

Stan said his time in the Wallflower was very special and Fred added, "It's funny how you look back and only remember the good times."

Heroic trio scoop rescue award



AN audacious rescue demanding exceptional flying skills has earned the aircrew of a Royal Navy Sea King helicopter the Edward and Maisie Lewis Award.

The helo from 772 NAS Portland was diverted from an earlier rescue to help MV Igloo Lion, which had lost mechanical and electrical power and was drifting beam on to large breaking seas north west of Guernsey.

In darkness and storm force winds the ship was rolling and lurching violently. The ship's master requested that his frightened and exhausted crew be airlifted to safety.

Evacuation

For pilot Lieut. Michael Langley, POACMN Adrian Rogers and LACMN Brian Buggins the lift was to be particularly hazardous. The only possible evacuation point was from the top of some pallets, stowed on deck very close to the ship's superstructure and masts. Even in calm weather it would have been difficult to hover over this small area.

In darkness, with the dimly-lit ship providing very poor visual references for the pilot, and in a severe storm, it was

perilous. But after 40 minutes of precise hovering the 10 crewmen were lifted to safety and landed on Guernsey for medical attention.

Despite having to work at night — and therefore outside 772 Sqdn's normal operational tasking — the aircrew retained admirable calmness under pressure, displaying professionalism, teamwork and selfless courage.

The Edward and Maisie Lewis Award has been presented annually since 1980 for outstanding air/sea rescue. The trophy is a replica of the Decca Navigator MK21 Receiver and was originally presented to Sir Edward Lewis, then chairman of Decca Ltd., by his workforce to celebrate the production of the 10,000 MK21 unit.

Pictured after the presentation by the Shipwrecked Mariners' Society at the Fishmongers' Hall in London are (l-r) Lieut. Langley, LACMN Buggins and POACMN Rogers, holding the prestigious Edward and Maisie Lewis Award.



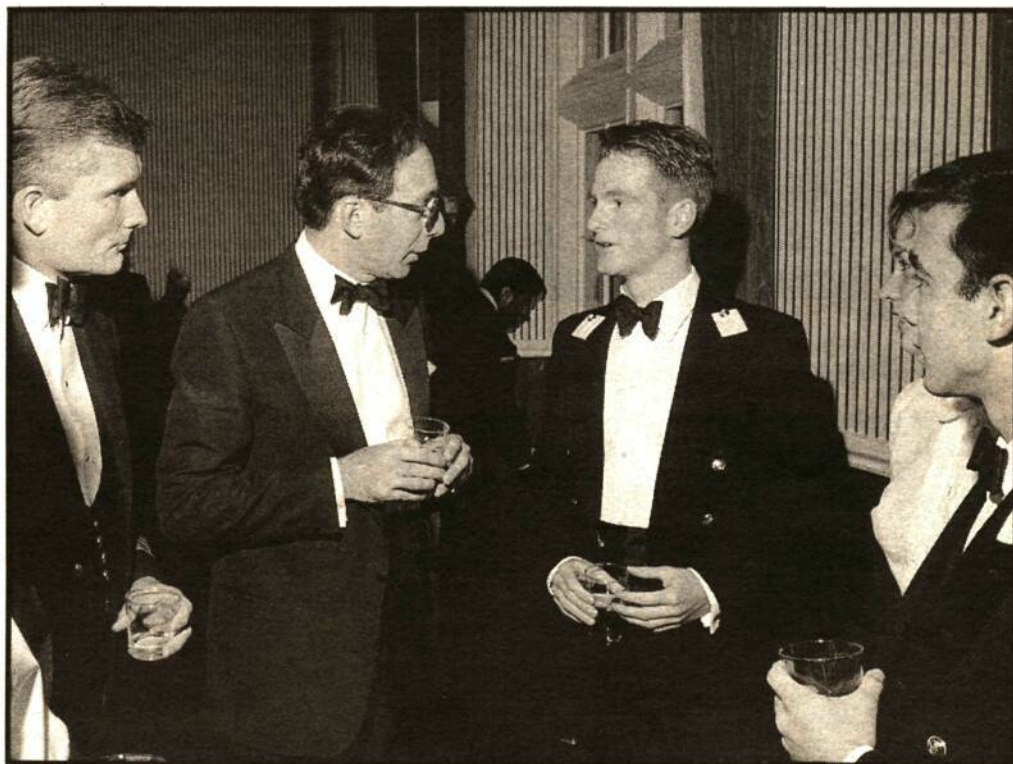
Pony tale

ONE of the handful annually to win the Meritorious Service Medal is WO(MW)(O) Pony Moore (pictured left), MCM Trials Coordinator for the Mine Countermeasures and Diving Group of DGUW(N).

His accomplishments range from having served as First Lieutenant of an Argentinian prize ship after Operation Corporate to meeting Urgent Operational Requirements during Operation Granby.



People in the News



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Minister drops in

GUEST of honour at the Combined Mess Trafalgar Night Dinner at Britannia Royal Naval College was Mr. Malcolm Rifkind, Secretary of State for Defence.

He was flown to the College parade ground by Sea King helicopter and during his visit was briefed on current activities at Dartmouth and introduced to many of the staff and Young Officers.

The Band of the Royal Mar-

ines beat Retreat before the dinner, held jointly by the Wardroom and the Senior and Junior Gunrooms.

The following morning Mr. Rifkind took breakfast on board a College picket boat at

Dittisham before returning to London.

Pictured (l-r) are Lieut.-Cdr. Simon Niel (Senior Divisional Officer of St Vincent Division), Mr. Rifkind, Mid David Harding, Officer Cadet Jo Webber and Mid Andy Jaini.

ENTENTE CORDIALE

SENIOR aviation officer of the French Navy, Rear-Admiral Robert Godard paid a liaison visit to RN air station Culdrose, accompanied by his wife, Elizabeth.

Pictured being welcomed to Culdrose by Capt. Peter Fish, Admiral Godard met heads of departments, visited 820 NAS Sea King unit and enjoyed a "flight" in the Sea King simulator.

The French Navy is developing ever closer links with the Royal Navy and visits such as this can only increase cooperation and understanding between the two services.

Picture: LA(Phot) Richards





Nowra see him now you don't

WHEN the First Sea Lord, Admiral Sir Benjamin Bathurst, visited the Royal Australian Navy's air station Nowra, he took time out to meet up with Royal Navy personnel on exchange appointments.

He is pictured with (l-r) CPOAEA(WL) Beaton (Osprey), POAEA(M) Martin Cunningham (Culdrose), Lieut. Christopher Eaton, Lieut.-Cdr. Michael Fernihough (Culdrose) and POAEM(R) Steve Thomas (Daedalus).

All were in Australia for Exercise Longlook except Chris Eaton, who is there on a two year exchange with 817 Squadron.



People in the News



DIRECTOR WRNS STEPS DOWN



IN THE splendid maritime surroundings of Trinity House, designed and constructed by Samuel Wyatt in 1796, senior WRNS officers bade farewell to the last Director WRNS, Commandant Anne Spencer, on her retirement.

Pictured on the magnificent Georgian staircase from top to bottom are Cdrs. Maggie Cole, Carolyn Stait, Caroline Coates, Kathleen Martin and Annette Picton, Capts. Pippa Duncan and Julia Simpson, Cdr. Jill Stellingworth, Commandant Spencer, and Cdrs. Sally Thorburn, Jackie Mulholland and Maggie Robbins.



BRIGHT IDEA PAYS OFF

BY devising a scheme which cuts the maintenance bill for the Navy's Phalanx close-range weapons system, newly-promoted Lieut.-Cdr. Stuart Borland (FOSF) has earned himself almost £5,000.

The payment was made under the MOD's MIDAS (Make Ideas Develop Assets Successfully) Scheme, which rewards brainwaves which save the Exchequer cash.

Stuart's idea involves using MOD's network of computers to keep track of components within the systems for maintenance purposes — a task previously contracted-out with a vast amount of associated form-filling.

Stuart is about to begin a two-and-a-half year exchange appointment with the United States Navy, where once again he'll be working with the Phalanx.

Burglars alarmed

THREE burglars took to their heels when CPO Murdoch Macdonald spotted them in a neighbour's home. He chased them from the scene and as they high-tailed it away they dropped their booty.

The swift exit did them no good, however, as they were later caught and subsequently convicted.

Murdoch's public-spirited actions have now been recognised, with the presentation of a Certificate of Commendation. Currently on a course at HMS Collingwood, he was invited to Winchester Combined Crown Court to



receive it from the Sheriff of Hampshire.

Unflagging!

AFTER joining HMS Argyll late in 1991 as the ship's Communications Maintainer, CPOEA Tim Mould has proved a first class senior rate as well as highly accomplished in his own specialist area.

During the frigate's busy operational programme this year, in spite of staff shortages in his section, he has ensured continued availability of the vessel's essential communications equipment.

Tim worked long hours to acquaint himself with systems for which he had no formal training, and he did so with dedication and without complaint.

Outside engineering he has shown a keen interest in ship activities, taking on the role of entertainment's manager and proving a king-pin in ensuring high morale on board.

All in all, Tim has proved the perfect choice for the Pavors' Man of the Year Award. Presented annually by the Worthy Company of Pavors,



the trophy goes to the senior rating deemed to have provided the greatest contribution to extra-curricular activities on board HMS Argyll.

MEMORIES came back thick and fast for Mr Bill Clark, of Wantage, when he returned to HMS Collingwood after a gap of 47 years. He studied electrical and radio theory there as a young man and was delighted to see some of the kit he trained on was still around... as exhibits in the establishment's museum.

Bill played bass drum in the Volunteer Band during his time at Collingwood and was introduced to Band Colour Sgt. Dave Thornber, successor of his bandmaster all those years ago.

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NEWSVIEW

Double or bust?

SEVENTY FIVE years ago last month the 'war to end wars' came to an end. Seventy five years before that the First Opium War closed with a treaty that resulted in the cession of Hong Kong.

Opium was, in fact, no more the cause of the long ago conflict between Britain and China than was the Boston Tea Party that of the American War of Independence — wider questions of trade between the two countries were at stake.

The Treaty of the Bogue carried a formal expression of Britain's disapproval of opium smuggling — though despite renewed attempts by the Emperor to prohibit the import of the 'pernicious article', the trade still flourished.

The Royal Navy played its part in this rather inglorious episode — but a little later did more useful work in suppressing piracy, which was in those days rife in eastern waters.

It still is, there and elsewhere across the globe — as is the drugs trade. The RN's role in combatting both these activities has been much discussed of late as the end of the Cold War allowed the tunnel vision of western naval strategists to open up a little and recognise some of the more insidious threats to our security that have been allowed to expand while others receded.

The numbers game is here of paramount importance. Where vast resources were once employed to keep the balance of power between the superpowers, these are now being withdrawn in favour of what appear to be more immediate social and fiscal considerations.

But organised crime has always operated on the basis of reasonably high returns for a reasonable risk — and if the risk is shown to be still more reasonable it will seize its opportunity to expand.

Last month the Royal Navy took a leading role in two major drug busts. If the deterrent effect of these is to be of any value at all, continuous, unbroken patrols are just as vital in getting the message across as those of the Polaris submarines have been over the past quarter century in countering the sort of threat that the collapse of the Warsaw Pact has by no means removed.

Interpol currently reports 15,000 drug abuse related deaths a year worldwide — an estimate the World Health Organisation reckons is "not far from being just the tip of the iceberg." It is in any case a four-fold increase from five years ago.

Casualties in this war are growing at an alarming rate. It would be supremely ironic if the successors of the men and women who fought whole nations in two world wars were to find themselves beaten by the greed of a few crooks.

The changing face of Naval regions

Area Flag Officers and Naval Regional boundaries after 1 April 1994

AREA Flag Officers will start taking over responsibility for day-to-day administration of naval regional activities from next April.

A Regional Organisation Study Implementation Team has been set up to help them and the regional organisation staff implement the changes over the next two years.

The move coincides with the merger of C-in-C Naval Home Command and Second Sea Lord's departments, when central management of regional activities such as the Royal Naval Reserve, support of Naval Cadet organisations and University Royal Naval Units will no longer be appropriate.

The current five naval regions will be reorganised into four new business regions. Area Flag Officers' boundaries will also change, as shown on the map opposite.

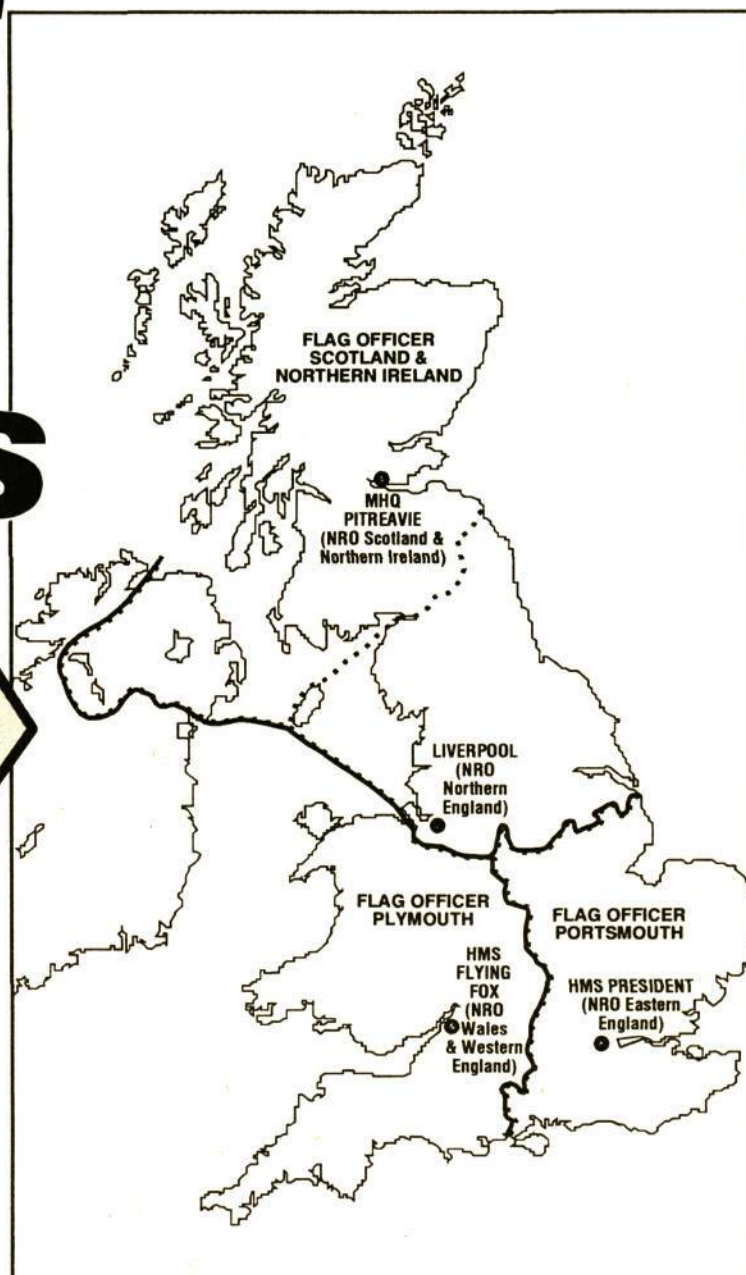
Extending South

From April 1, 1994 Flag Officer Scotland and Northern Ireland's area will extend southward to embrace Liverpool and Hull while the land areas of Flag Officers Portsmouth and Plymouth will merge from April 1, 1995.

The four Naval Regional Officers will be given functional authority over certain other naval personnel within their region for managing representational tasks and ship visit planning.

Regional staff will, where possible, be brought together into Regional Management Centres to improve co-operation and co-ordination.

See DCI GEN 254/93 for further details.



KEY

/ AFO Boundary · Naval Regional Boundary ● Regional Management Centre

Peace award for mine ships

SHIPS of the First Mine Countermeasures Squadron have been awarded the Royal Navy's Wilkinson Sword of Peace for a trail-blazing visit to the fledgling Baltic states.

HM ships Ledbury, Dulverton and Brocklesby with the Commander MCM1 embarked deployed to Estonia, Latvia and Lithuania in autumn of last year to reaffirm British Government policy in recognising the states and their fledgling governments.

The group carried out two exercises with foreign navies and visited a total of nine countries.

In the citation for the award the group is praised for proving worthy ambassadors for the UK. "Throughout their visits, the outstanding professionalism, diplomacy and dedication displayed by the ships' companies, together with their stamina, cheerfulness and bearing, left a fine impression of the Royal Navy and Her Majesty's Government in this region of the world."

New Duke accepted into service

HMS Westminster, latest of the Duke-class frigates, was accepted into service at Devonport on November 19.

Built by Swan Hunter, Westminster is the eighth Type 23 warship to be delivered to the Sixth Frigate Squadron, but the first to have her full command system hardware fitted during build. Her sister ships will be fitted retrospectively.

The new ship's inaugural mess dinner was held on board HMS Victory in Portsmouth where the guests included the Duke of Westminster, the Lord Mayor of Westminster, and the ship's sponsor, Lady Livesay, wife of Admiral Sir Michael Livesay.

The Duke presented a copy of Sir Hugh Lavery's painting of No 2 Squadron RN Air Service, to HMS Westminster's commanding officer, Cdr. Richard Clapp.

During the First World War the then Duke of Westminster, as a lieutenant-commander, formed No 2 Squadron equipped with armoured cars and prepared it for service guarding RN Air Stations.

Broadsword takes Dutch breather

STAND-OFF in Amsterdam provided the finale for HMS Broadsword's participation in Exercise Solid Stance.

Main reason for the visit was to allow the command and warfare team to attend the post-exercise discussion there. During the exercise Broadsword operated in the South-West Approaches before transiting to an area east of the Shetlands.

Later, in company with the Norwegian frigate Oslo she escorted a convoy of four merchant vessels 30 miles through the Norwegian fjords to Bergen.



Liverpool guard on giant 'Abe'

Dwarfed by the mighty USS Abraham Lincoln, HMS Liverpool mounts plane-guard on the US aircraft carrier as she conducts air patrols over Iraqi territory. Many of the Liverpool's ship's company also transferred personnel with the giant 'Abe' during the encounter.

HMS LIVERPOOL is due to return home to Portsmouth a week before Christmas after an eventful deployment to the Gulf.

Her five months away have been marked by operations, exercises and visits in the region. She has spent 111 days at sea, representing 60 per cent of her time.

During three months on station in the Gulf she has visited eight nations, spent 24 days on interdiction operations, held three bilateral exercises and one multi-lateral exercise with the US and French navies.

She also spent some time as plane-guard to one of the biggest warships in the world, the nuclear-powered aircraft carrier USS Abraham Lincoln, and controlled the "Abe's" aircraft operating over Iraqi territory.

More than 100 of the Liverpool's ship's company took part in transfers of personnel with 17 vessels, including eight US ships, a French destroyer, six Bahraini patrol craft, a Kuwaiti patrol craft and a British merchant ship.

At the end of October Liverpool called on Ras Al Khaimah, a town with which ships of the name have retained a link since the third HMS Liverpool, a frigate, was involved in a shore bombardment to re-capture the town from Persian Gulf pirates in 1819.

The present ruler, Sheikh Saqr Bin Moh-hamed Al Quasimi, visited the ship and a cordial welcome awaited the ship's company ashore.

Liverpool also visited Jebel Ali, Dubai, Muscat, Sharjah, Fujairah, Kuwait, Qatar and Bahrain. It was during her exit from Bahrain that she briefly went aground, causing minor damage. There were no casualties and the incident is not expected to delay her return.



Boarding party en route... HMS Liverpool has carried out three boardings of merchant vessels in support of UN sanctions in the Gulf. The boardings, conducted in close co-operation with US Coast Guard officers, were achieved either by rapid roping from the ship's Lynx helicopter or, as in this case, via the seaboat.

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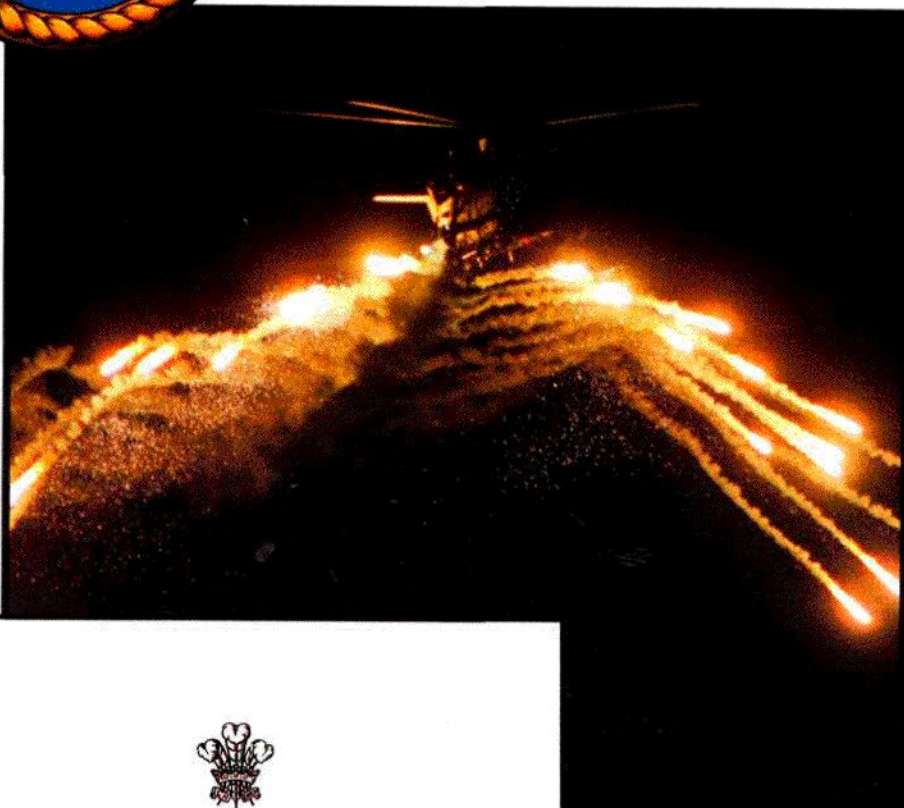
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THE YEAR OF LIVES



ST. JAMES'S PALACE

I wanted to mark the 12 months that 845 Naval Air Squadron have now spent in the former Yugoslavia and, having seen something of your operations during my all too brief visit to the area, I can only say that your professionalism, courage and, particularly, your sense of humour throughout this continuous period of operations has been, and continues to be, a source of inspiration to everyone.

From my days with Red Dragon Flight so many years ago, I know only too well the enormous amount of work that is required by aircrew, maintainers, support crews and so many others who give unstintingly of their time, to ensure the highest possible availability of aircraft. It is a tribute to your organisation and the stamina of everyone on the Squadron that, with limited resources, you have sustained such a high level of readiness for so long a period.

Please be in no doubt that the work you do is enormously appreciated by those you have helped and by everyone at home. By your actions you continue to uphold all the very best traditions of the Fleet Air Arm of which I was immensely proud to have been a member. I wish you all a safe and successful tour of duty as you enter your second year of operations.

Charles

ABOVE: An impressive night-time display as this 845 Sea King fires chaff and flares used to decoy surface-to-air missiles.

LEFT: The letter of congratulation sent to the squadron by the Prince of Wales to mark 845's 12 months in former Yugoslavia.

BELOW: During his visit to 845 in March, Prince Charles meets (from right) Lt Jerry Grogono, Lt Fitzie Fitzgerald and S/Lt Trigger Foreman.

BELOW RIGHT: Another VVIP visitor — this time Prime Minister Mr John Major shaking hands with LAEM Arthur English.



WINTER has descended once more upon the battle-weary remnants of Bosnia. For the peoples who still exist there, wounded in body and soul, the sub-zero temperatures pile on another threat to their survival. As if the shells and bullets were not enough, those other Horsemen of the Apocalypse — disease and starvation — are riding in.

If hope survives among the broken towns and villages, much of it is invested in the UN Protection Force relief effort supported by the Royal Navy's "ambulance" service.

Since their arrival at their base in Split on November 19 last year, the four white helicopters of 845 Squadron have become a familiar sight in the skies above Bosnia and front-line Croatia.

Their primary role is speedily to evacuate UN casualties, although four of the 22 casevacs they have undertaken so far have involved civilians.

Under fire

Some of the squadron's successes have been achieved under fire and they are always under the threat of it. Their bravery has been recognised by the award, in the Queen's Birthday Honours List, of the Air Force Cross to 845's commanding officer, Lieut.-Cdr. George Wallace; the Queen's Commendation for Valuable Service in the Air to Lieut. Kevin Smith; and a Mention in Despatches for Lieut. Tim Kelly.

And to mark the end of the Squadron's first 12 months of operations in Bosnia, the Prince of Wales, a former member of the squadron, has written to them praising their professionalism and courage and wishing them well for the future.

The gallantry awards resulted from a particularly hazardous mission which made world headlines: the evacuation of Muslim refugees from the besieged town of Srebrenica in March.

Shelled

It was 845's first major humanitarian task — and proved to be its most dangerous. The landing site had been shelled before the arrival of the aircraft and later the same day — March 24 — the site came under fire again, injuring two Canadian soldiers.

The white Sea Kings returned to evacuate the wounded and the landing site team, all personnel being winched

LATE November marked the anniversary of the Squadron's arrival in the former Yugoslavia. The United Nations' longest serving unit in the world, the 845 Sea King IV helicopters it is one of a successful mercy mission sustained fortitude in a harsh and dangerous environment.

Mercy mission milestone 845 Squadron

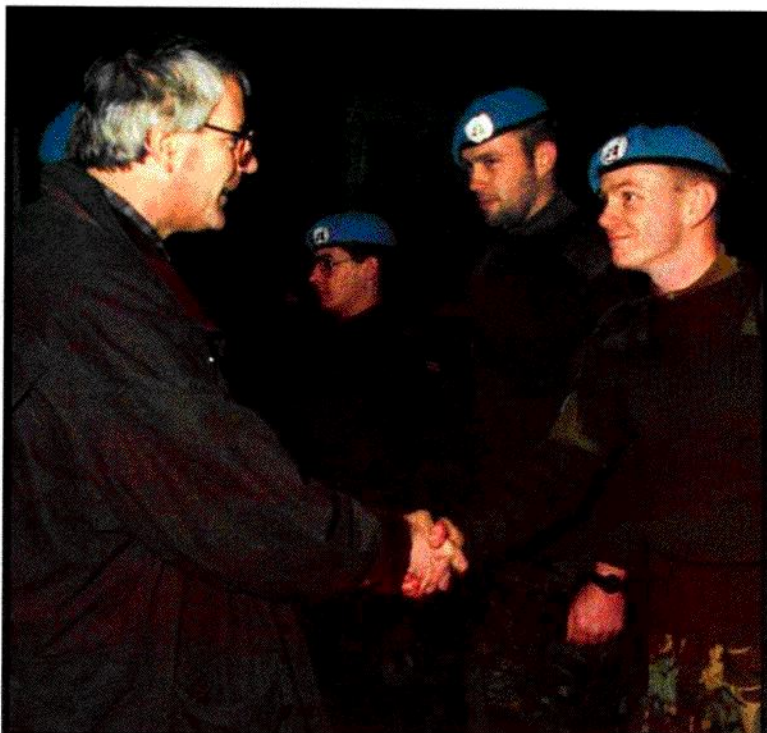


In bandit country . . . A Sea King of 845 Naval Air Squadron makes a refuelling stop in the Bosnian town of Tuzla.

from a building by one aircraft while a second provided cover.

Arriving at Tuzla with their evacuees, the aircrew found no respite: while the helicopters were refuelling shells also started bursting in Tuzla. The aircraft

were shut down to sit on the ground. Aircraft was damaged but not enough to stop the mission. A happier day for the British and the Bosnians.



PICTURES: PO(PHOT) KEV PREECE AND

FLYING DANGEROUSLY

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quadron is guarded by an
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amaged by shrapnel, but
o prevent it from flying.
ate in March was provid-
nce of Wales who visited

his old squadron at its Split base during
his tour of the UN's British units in the
region, as well as Royal Navy ships in
the Adriatic.

It was the white Sea Kings that trans-
ferred Prince Charles from ship to
shore, the sort of mission to which 845
has become accustomed. Among the
VIPs they have ferried are the Secretary
of State for Defence, Mr Malcolm Rif-
kind and UN mediators involved in
peace negotiations.

Safe air routes have been established
through Bosnia by 845 who have been
flying them regularly, including a
"scheduled" delivery flight to Kiseljak.
But in that part of the world the term
"safe" is relative and even on these
routes 845 aircraft have sometimes
been hit by small arms fire.

Held hostage

Even as the squadron was preparing
to celebrate its anniversary in Bosnia,
the dangers and delicacies of their mis-
sion were highlighted yet again when
two of their aircraft and eight aircrew
were held hostage by the Bosnian Serbs
for three days.

The Sea Kings were held after disem-
barking Canadian soldiers in Srebren-
ica. The incident was followed by a
warning from the UN commander in
Bosnia, Gen Francis Briquemont, that
such incidents endangered the UN re-
lief operation and would not be
tolerated.

During the year the unit's original task
of providing two of its four aircraft for
24-hour casevac cover has remained un-
changed. However, missions have al-
tered and increased.

**The Squadron has responded to
the challenge with high rates of air-
craft availability and with flying abi-
lity enhanced by technology such
as night vision goggles.**

Night goggles have so far been used
for three casevacs — twice from Sre-
brenica and, more recently, for the eva-
cuation of an injured Canadian soldier
from Visoko.

Air and ground crews serve tours of
duty of about three months, but several
members of the squadron are serving
the second time around. Their experi-
ence in theatre combined with skilled
and determined flying and maintenance
means that a soldier up country can
take comfort in the knowledge that if he
is injured 845 will ensure he will be
receiving the best medical care — fast.



**ABOVE: Safe routes
have been established
throughout Bosnia by
845 Squadron. However,
ground fire can still be a
problem and the Sea Kings
sometimes sustain hits.**

**RIGHT: LACMN Andy
Gillet checks clear aft
during take off in the
Bosnian mountains.**

**BELOW: 845's four Sea
Kings fly low into their
base at Split.**

**BELOW LEFT: Inside a
"flying ambulance" during
a casualty evacuation.
Aeromedics of the RAF tend
a patient as LACMN Daz
Morris looks on.**



Hunted — Ford and Stone

NN Screen Scene

FOLLOWING her success in **Basic Instinct**, Sharon Stone switches from being the hunter to the hunted. **Sliver** is a mystery thriller, in which she plays Carley Norris who is looking for a little excitement in her life following a failed marriage. She rents a Sliver, the name given by New Yorkers to tall, narrow apartment buildings in Manhattan and, after moving in she becomes aware that a succession of mysterious accidents have occurred within the building.

Could she be the next victim? **Sliver**, based on the book by Ira Levin (author of *Rosemary's Baby* and *The Boys From Brazil*), co-stars Tom Berenger and William Baldwin as two of Miss Stone's new neighbours, who clearly would like to have more than a cup of coffee when visiting.

The film is directed by Philip Noyce, also responsible for *Patriot Games* and *Dead Calm* (both available on 16mm film and video from RNFC libraries).

In the RNFC's second film release for

December Harrison Ford stars as the wrongly convicted Richard Kimble and Tommy Lee Jones is US Marshal Sam Gerard, his relentless pursuer, in **The Fugitive**, a tense suspense thriller based on the hit television series of the 1960s. Dr Richard Kimble, a distinguished Chicago surgeon, had the perfect life — until the night his wife was murdered. Returning home from an emergency surgery, he surprises an intruder in the house. Moments later, he finds his gravely injured wife, who dies in his arms.

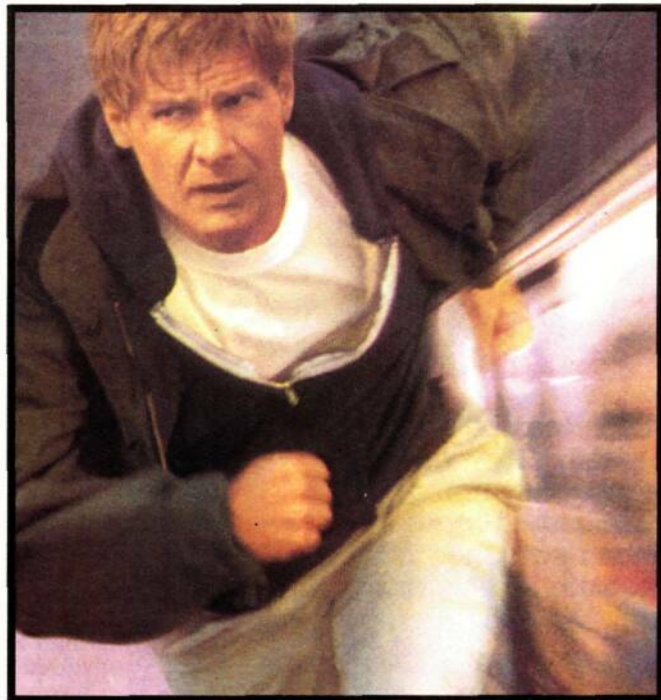
Kimble is accused of her murder; his claim of seeing a "one-armed man" leaving his house is discounted. When the trial is over, Kimble, although innocent, is convicted of murder and sentenced to death.

Enroute to the state penitentiary in a prison bus, some of the other prisoners at-

tempt to escape, causing the bus to career out of control and into the path of an oncoming train. At the last second, Kimble narrowly escapes certain death and begins an obsessive odyssey to track down his wife's real killer — "the one-armed man" whom he alone saw.

But Kimble is now a fugitive. As soon as his escape is discovered, he becomes the object of an intense manhunt. Surviving by his wits, he is now a desperate man with no identity, constantly in flight. His only hope for the future lies in righting the grievous wrong of his past — and time is running out as Gerard closes in.

Video releases for December include: **Ground Hog Day**, **Falling Down**, **Indecent Proposal**, **Mad Dog & Glory**, **Muppets Christmas Carol**.



● Harrison Ford on the run as Richard Kimble in *The Fugitive*

Mersey's dark deeds for Dixie

IN the last weeks of his life Albert Prince Consort worked hard to avoid the British Government coming out on the side of the Confederacy in the American Civil War — Cotton was still King so far as the Treasury was concerned and he had his seat at Liverpool docks.

Albert was successful in his last endeavour — up to a point, anyway. For it was to Liverpool that the agents of the rebel states turned their attentions in procuring ships to beat the Union blockade.

Best known of these was the *Alabama*, which with other British-built Confederacy raiders was to do enormous damage to Federal shipping — which in turn, years after Lee signed off at Appomattox, was to cost the UK over £3m in compensation payments to the Union, through what became known as the 'Alabama Claims'.

In the *Alabama Affair: The British Shipyard's Conspiracy in the American Civil War* (Sigma £9.95) David Hollett lifts the lid off an unsavoury episode in Britain's maritime history in which well-respected Merseyside shipbuilders gambled on breaking Government regulations to perpetuate a regime based on slavery.

Many of the ships they built for the Confederate Navy — including the *Alabama* — came from Laird & Company. This was ironic, for Macgregor Laird, younger brother of John Laird, had spent his entire adult life opposing the institution of slavery.

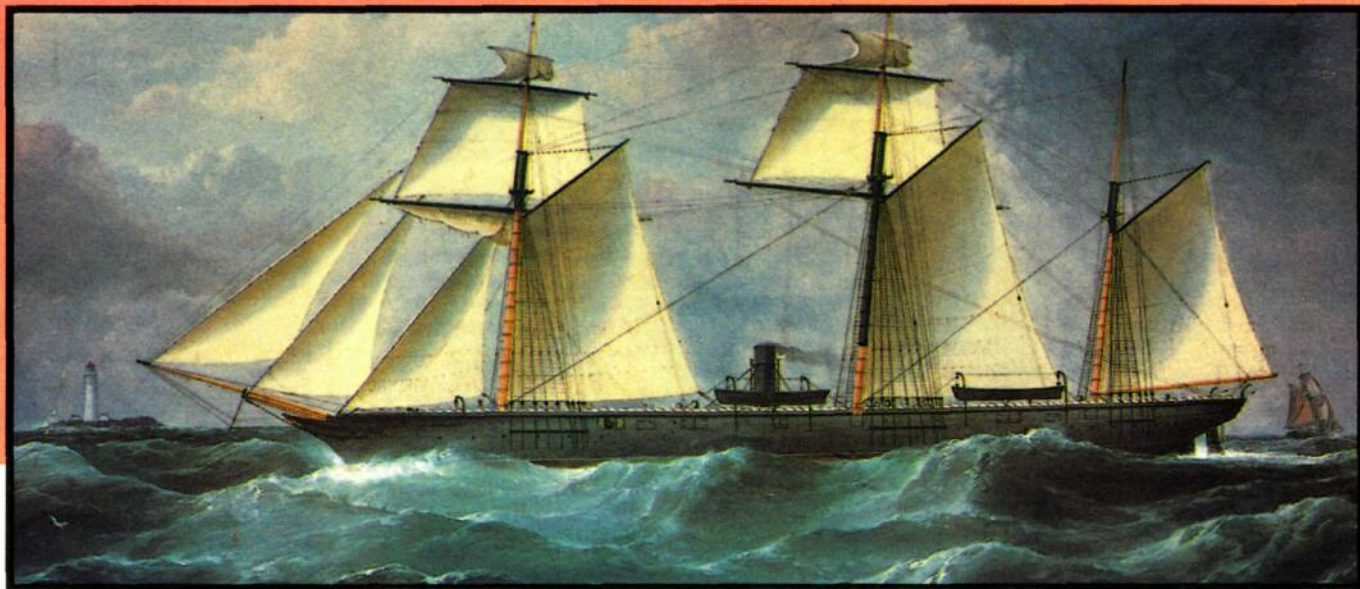
However, Macgregor died on 27 January, 1861, just before his family became involved with the Confederacy through the machinations of its agent, Captain James Dunwoody Bulloch. It is interesting to speculate whether this connection would

have been established if Macgregor had lived a little longer — for soon after his death John Laird gave over active control of his yard to his sons to leave himself free to stand for Parliament. He became Birkenhead's first representative at Westminster.

The *Alabama* was eventually sunk by the USS *Kearsage* — commanded by Capt. John Winslow, a devoted Christian and outspoken opponent of slavery. The *Kearsage's* negro gunners fought their ship with understandable enthusiasm. — JFA

● Merseyside Maritime Museum's Records Centre, a storehouse of sailing heritage spanning three centuries, was re-launched in National Libraries Week last month as the Maritime Archives and Library.

Over 7,000 books, journals and periodicals and 30,000 maps, plans and drawings have been moved up two floors to make way for the new National Museum of Customs and Excise opening next year.



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The foreword is by Air Vice-Marshal R. Bullen CB, GM, MA, RAF (Retd).

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Digest of good sense

ALWAYS nice to hear from Vice-Admiral Sir Louis Le Bailly. Perhaps his first profession as an engineer has given him the solidly practical approach he has applied to his wide range of interests, for here is a true nautical polymath whose views are well worth listening to.

Now, in *Old Loves Return* (Pentland Press £17.50) he has put together a selection of the often radical ideas, speeches and suggestions for reform he has offered over the years — as a direct result of Correlli Barnett's request for his papers for the Churchill Archive.

Nowadays he might more regularly sign himself 'Angry of St Tudy' — from where he has most recently inveighed against the planned closure of Manadon — but his open letter to Neil Kinnock on the value of Trident is as clear an analysis of the theory of deterrence as we are likely to get. — JFA

ANNUAL RINGS THE CHANGES

HIGHLY readable as ever, the Warship 93 annual from Conway Maritime Press (£25) contains the usual mix of articles by well-known authorities — all of them carrying the unmistakable stamp of scholarship.

This year's volume includes Andrew Lambert on Dalhousie — the last major warship laid down for the Bombay Marine, the navy of the East India Company.

The design and career of America's first broadside ironclad, USS *New Ironsides*, is discussed by William C. Emerson; R. D Layman and Stephen McLaughlin describe some unusual shipboard aircraft launch and recovery systems; while Keith McBride unravels the complex design history of the Orion battleship family.

David Miller on the first hunter-killers sets the record straight on the British 'R' class submarines of 1917 — and in 'Revolution Manque' David K. Brown reviews the radical technical changes that took place in the Royal Navy at the end of the First World War.

Why did the flood of innovation, from 1917 to 1923, almost dry up, he asks? At the end of the war many temporary officers and civilians left the service while many of those remaining were inclined to accept the general view that peace would be lasting.

Then there was the loss of the RNAS — a very large air force in 1918 that comprised 2,000 aeroplanes, 650 seaplanes, 150 flying boats and 100 airships — with so many inventive officers to the RAF.

"Resources of all kinds were scarce and it was no longer possible to 'have a go' with every bright idea and all such schemes had to be justified in tedious detail before priority and finance committees and, even if it was accepted, it was at the expense of another proposal of comparable

value."

The French flotilla programme of 1922; Seetakt radar; Japanese midget submarines and USS *Triton* are some of the other subjects given detailed coverage and the whole is rounded off with a review of the naval year and a round-up of recent books. — JFA

Know your enemy

RECOGNITION training in the US Navy reached a peak in 1941-45 that has arguably never been equalled. *German Naval Vessels of World War II* (Greenhill Books £25) is a reprint of a now rare contemporary manual that contains over 1,200 illustrations, prepared from intelligence reports and reconnaissance photographs.

In his introduction, naval historian A. D. Baker III says the Vietnam War pointed up the value of what was by then a neglected art — but later guides were "not anywhere near the same quality as those produced half a century ago."

Of particular interest is the plan and profile of the aircraft carrier *Grat Zeppelin* as she would have appeared on completion. — JFA

At Your Leisure

'Left a bit, right a bit'

LIEUT.-CDR David Hosking explains the art of navigation to Lieut. Andy Parsons on board HMS Sandown — mirroring the antics of 'Navy Lark' stars Jon Pertwee and Leslie Phillips in HMS Troubridge back in 1969.

During a visit to London the Sandown, first operational unit of the RN's new class of mine countermeasures vessels, was launching an album of stories and pictures from the files of Navy News (see page 27).

Generations of young navigation officers have suffered comparison with Sub-Lieut. Phillips' legendary lack of any sense of direction.

The Type 15 frigate HMS Troubridge — originally built as a destroyer — was inevitably linked with the disaster-prone HMS Troubridge, fondly remembered by devotees of the long-



running radio series. She was the Navy's oldest sea-going warship when she paid off at Chatham after 27 years' service, having taken part in many actions of World War II.

● 'The Navy in the News 1954-91' is available from Navy News at HMS Nelson, Portsmouth at £9.95 plus 75p pp (£1 overseas).



Lord Belly-Cloth and other blunderers

In the world of military publishing nothing succeeds like failure, it seems. Guinness have followed up their Book of Military Blunders with More Military Blunders — and now, Naval Blunders (Guinness Publishing £12.99).

Many of these are well known. The build-up to the eclipse of the Russian fleet at Tsushima could have been scripted for the Marx Brothers — though they might have turned it down as being too comically surreal to sustain belief...

Everyone knows the story of how the Hull trawler fleet was mistaken for a squadron of Japanese torpedo boats. In a night of madness on the Dogger Bank the Russians actually did more damage to each other, only their deplorable gunnery — Oryol fired over 500 shells without scoring a hit — saving the cruisers Aurora and Donskoy from destruction.

Floating zoo

By the time they reached Madagascar in their nightmare voyage to the Far East it was Monkey Business in full career as, certain by now that they were doomed, the Russian sailors tried to take their minds off the future by surrounding themselves with exotic pets — including a crocodile and a poisonous snake that bit and nearly killed one of the engineers.

"... monkeys and dogs, first primed with champagne, were set to fight each other. The whole fleet resounded to a curious babel of farmyard noises, as pigs, cows, sheep — not to mention the parrots, porcupines, chameleons, frogs and so forth — rushed around the decks, squealing, mooing, barking and squawking, turning the Second Pacific Squadron into a floating zoo."

No wonder Admiral Rozhdestvensky took to his bed for a fortnight with acute neuralgia.

He is not included in the (rather long) section devoted to 'Lunatic Admirals' but he must have been close to the edge by the time Togo inflicted upon him one of the most crushing defeats in naval history.

Among the more obscure items, Geoffrey Regan — author of the entire 'Blunders' trilogy — has rediscovered an absolute gem in the episode of 'Lord Belly-Cloth'.

The Ice Cream War of novelist's William Boyd's imagination must have found inspiration in the story of Lieut.-CDR Geoffrey Spicer-Simpson. In 1914 he was an obscure clerk in intelligence, the oldest lieutenant commander in the Navy and therefore considered safely expendable to lead a madcap scheme to transport a couple of launches overland through East Africa and drive the Germans off Lake Tanganyika.

Against all the odds, Spicer-Simpson was initially successful, capturing the gunboat Kigani after a lucky engagement at point blank range. But when his insubordinate subordinate Wainwright took off on his own and sank the Hedwig von Wissman, Spicer-Simpson took all the credit and decided enough was enough.

Worshipped

He was by this time worshipped as a deity by the native Ba-Hola-Hola people. He encouraged their reverence by bathing in public, wearing only a bath towel — hence the 'Lord Belly-Cloth' sobriquet — and flexing his powerful biceps so that the snake tattoos that adorned them appeared to writhe and wriggle.

When the 800-ton Graf von

Gotzen arrived on the scene he made every excuse to avoid a confrontation and, eventually sensing that his star was on the wane with the local authorities, sent himself home on sick leave.

He was lionised by the Admiralty, who were only too willing to believe his version — that the Graf von Gotzen had refused to come out and fight — and soon he was rewarded with the DSO and the Belgian Croix de Guerre with three palms.

But then the truth caught up with him and he was immediately shoved back into the basement of the building that had earlier echoed with his praises.

Among the Ba-Hola-Hola he retained his god-like status, however — many admirals have fared worse.

Longevity

In the 19th century the problem with admirals was their longevity. When the Crimean War broke out in 1854 Rear-Admiral David Price got his first command at the age of 64. In a naval career of 53 years he had spent just four afloat, four employed ashore — and the rest on half pay.

Sadly aware of his shortcomings, he retired to his cabin and shot himself.

This was an era when all the lines of promotion for able, younger men were blocked. Many of the junior officers were aged — the Crimea turned up a lieutenant with 60 years' seniority.

The blunders committed by many of the men in this book were probably more down to the system than to the individuals. But it has always been easier to blame the latter.

— JFA

Ultra right on target

DRAWING on hitherto secret files, John Winton's *Ultra in the Pacific* (Leo Cooper £17.50) assesses the impact of US code-breakers on the war in the Pacific — one that Nimitz was quick to appreciate after Midway where Lieut.-CDR Joe Rochefort's estimate of where and when the Japanese carriers would launch was 'only five minutes, five degrees and five miles out.'

Thus Rochefort and his HYPO team — the USN's Combat Intelligence Centre at Pearl — brought off "arguably the greatest intelligence coup in all naval history".

Incredibly, the Japanese sincerely believed that their language was in itself impenetrable to Westerners — thus many Allied cryptanalysts found that deciphering their codes was mostly a matter of persistence — tedious rather than difficult.

This in no way detracts from their achievements — the sheer volume is remarkable. Stored away in Washington DC are some 290,908 decrypts of Japanese Navy signals. Recognition of Rochefort's key role in this business is long overdue.

Titillated by tales of Tahiti

Royal Navy men are numbered among the world's greatest explorers, so it comes as no surprise to find the travels of Drake, Cook, Ross — John and James Clark — Franklin and Scott in Robin Hanbury-Tenison's painstakingly eclectic anthology *The Oxford Book of Exploration* (Oxford University Press £17.95).

Some of these writings are so familiar, though — particularly those of Scott, who anyway deserves his posthumous reputation as an heroic failure rather than as an explorer of real merit, as he himself realised at the end — that they hardly need to be included here.

Scott is these days rightly overshadowed by Shackleton — actually a merchant naval officer — the name of whose most famous command, the *Endurance*, has been given to two successive RN ice patrol ships.

But there are one or two lesser known notables that have earned a place in these pages — such as Samuel Wallis and Philip Carteret, respectively the discoverers of Tahiti and Pitcairn Island.

Carteret came across Pitcairn, which he sighted from the sloop *Swallow* in 1767, after he was separated from Wallis in the *Dolphin*, following a four-month passage of the Strait of Magellan.

Following a more southerly route across the Pacific, he came across "a great rock, rising out of the sea... I could have landed upon it, but the surf, which at this season broke upon it with great volume, rendered it impossible". The *Bounty* mutineers made the first landfall 23 years later.

Sweet-natured

Wallis meanwhile found Tahiti to the north and left a touching and highly amusing portrait of a sweet-natured people whose realm quickly became a synonym for Earthly Paradise.

They were venal after their own fashion, though — while having little use for gold and silver, more practically they were happiest trading for nails.

"... several young women... who, though they were not averse to the granting of personal favours, knew the value of them too well not to stipulate for a consideration: the price, indeed, was not great, yet it was such as our men were not always able to pay and under this temptation they stole nails and other iron from the ship."

"The nails that we brought for traffic were not always in their reach and therefore they drew several out of different parts of the vessel, particularly those that fastened the cleats to the ship's side."

"This was productive of a double mischief; damage to the ship and a considerable rise at market..."

There is much first-rate reportage in this handsome volume — and, as Hanbury-Tenison says in his modestly brief introduction, much of the best writing by explorers that has survived is in English.

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At Your Service



Reunions

HMS Bullen (K469): The sixth reunion will take place at St Edmund's Hotel, Marine Parade, Gorleston, Great Yarmouth on April 23. Those not already in touch including members of HMS Goodhall Association, contact Mr C. W. Silverstone, 31 Sands Lane, Oulton Broad, Lowestoft (tel. 0502 561130).

RN Patrol Service will hold their 19th reunion in Lowestoft on Oct. 3-8. Further details from Mr J. J. Dunn, 12 Grampian Way, Oulton Broad, Suffolk NR32 3EW (tel. 0502 564344).

HMS Saumarez: To commemorate the 50th anniversary of the sinking of the Scharnhorst, a reunion will be held in the Union Jack Club, London on Dec 27 and will be attended by the commanding officer of the time Lieut.-Cdr. E. N. Walsley DSC. Details from M. J. Salter, 93 Tellcroft Close, Corsham, Wilts SN13 9JQ (tel. 0249 712525).

Landing Craft Gun and Flak Assn. will hold their next reunion and AGM at the Royal Sailors' Home Club, Portsmouth on May 14. Details from John Cook, 9 Elizabeth Court, Lawson Close, Martock, Somerset TA12 6EZ (tel. 0935 824 265).

Landing Craft Gun and Flak Assn. invite RN and RM personnel who served with the Support Squadron Eastern Flank at Westkapelle, Walcheren on Nov. 1 1944 to join their pilgrimage to Walcheren on Nov. 7. Details from C. J. Brown, 63 Wells Road, Walsingham, Norfolk NR22 6DX (tel. 0328 820 799).

HMS Frobisher Assn. will hold their next reunion at the Royal Sailors' Home Club on Sept. 3. Details from Charlie Connelly, 12 Citizen House, Harvist Estate, Hornsey Road, London N7 7ND.

HM ships Capel and Affleck and U-486: Anyone interested in attending a reunion and memorial service in Portsmouth and Cherbourg on May 24 contact the Rev. Sir David Gibson, Bt., (ex-Lieut. RNR), St. Theresa's Court, 138 Raglan Road, Devonport PL1 4NQ. SAE would be appreciated.

42 Commando RM MT Section (1959-62) Assn. will hold their second reunion at The Royal Sailors' Home Club on May 28. Details from R. A. Hunt, 26 Liddards Way, Purbrook, Waterlooville PO7 5QW (tel. 0705 262427).

HMS Warwick: A memorial service will be held at St Merry Church, Nr. Padstow Cornwall at 1030 hours on February 20 for those who lost their lives when the destroyer was sunk by a U-boat off Trevose Head on Feb. 20 1944. Details from G. F. Palmer, Seaways, Harlyn Bay, Padstow, Cornwall PL28 8SF (tel. 0841 520614).

HMS Pearl 1935-46 Crew Assn. will hold their annual reunion at Padstow, Nr. Burnley, Lanc on April 15-16. Former shipmates should contact Geoff Lancashire, 1 Rowsham Court, South Hill Avenue, Harrow on the Hill, Middx. HA1 3NX (tel. 081 422 2357).

HMS Lookout G32: The fourth reunion will be held in Burnley on May 13-14. Details from Bob Taylor, 5 Milton Road, Radcliffe, Lancs M26 3GS.

HMS Brilliant (First Commission, 1980-84): A reunion weekend will be held at the Palm Court Hotel, Torquay on March 18-20. Tickets are available from CPO Ed Shepherd, HMS Sultan ext. 2081, WO Dave Swift, HMS Dryad ext. 4374 or 0705 693403, Pete Parry, 0579 20896 or Reg Briers, 0337 840403.

HMS Petard: Plans are being made for the fourth reunion in 1994. Details from R. J. Crang, Holm Oak, Tinneys Lane, Sherborne, Dorset DT9 3DY.

HMS Swiftsure Assn. will hold their third reunion at Warners, Sinah Warren, Hayling Island in May. Reunion and membership details from David George, Magnolia, Royce Way, West Wittering, Chichester, Sussex PO20 8LN (tel. 0243 514583).

HMS Naiad 1940-42 Assn. will hold their third reunion at the Holiday Inn Hotel, Cambridge on March 11-13. Details from Bill Willis, 8 The Biggen, Duxford, Cambridge CB2 4SQ (tel. 0223 834984).

HMS Vesper Assn. will hold their next reunion at Skipton, North Yorks, on Sept. 9-11. Details from Mr A. Smith, 45 Eckford Park, Wem, Shropshire SY4 5HL (tel. 0939 233081).

HMS Slinger (1943-46): Anyone interested in a reunion in 1994 contact Richard Brooke, Hollow Lane, West Raynham, Fakenham, Norfolk NR21 7ET.

HMS Bellona will hold their next reunion at the Victory Club, London on March 12 ("chummy" ships welcome). Details from Arthur Willis, 83 Briar Road, Shepperton, Middlesex TW17 0JB (tel. 0932 564383).

HMS Southwick RNR will close in March and a farewell function is to be held in Portsmouth on January 29. Send sae to Executive Officer, HMS Southwick, HQ Reserve RNR, Fort Southwick, Nr. Fareham, Hants PO17 6AU.

23rd Destroyer Flotilla will hold their fifth reunion in the WOs and CPOs' Mess, HMS Nelson on May 29. Details from Billy Swift on 0705 591032.

Cape Matapan Survivors: A 10th international reunion will be held on April 16-23. Details from Glyn W. Jones, Chairman Liverpool RNA, Bowring Park Road, Liverpool L14 3NN (tel. 051 722 4845) or Associazione Nazionale Combattenti e Reduci, Sezione di Follonica (GR), Stenio Mezzetti, Via Roma 44, 58022 Follonica (GR) (tel. Italy 0566 4231) or Direktor Simoni, Hotel Golfo del Sole spa 58022, Follonica (GR) Italy (tel. Italy 0566 60286, fax. 0566 60422).

HMS Kipling: Possible venue for next year's reunion is Skegness. All replies to Eric Clark, 8 Poachers Gate, Pinchbeck, Spalding, Lincs PE11 3JP (tel. 0775 713641) — no replies will assume agreement.

Boom Defence Ratings held a successful

reunion in Scarborough in Oct. It is hoped to form an association and anyone interested should contact A. Mumberson, 23 Montrose Avenue, Intake, Doncaster, S. Yorks.

HMS Unicorn Assn. will hold their next reunion at Butlins Grand Hotel, London on May 6-9. A second reunion will be held at the Natal Hotel, Weymouth on Sept. 16-19. Details, enclosing sae from HMS Unicorn Association, c/o 3 Arundel Close, Hemel Hempstead, HP2 4QR.

HM ships Amethyst, Black Sawn, Consort and London (1947-49) are holding a commemorative church service in Portsmouth on April 24. All association, and non-association, members and their guests are welcome, including relatives of the 45 men who died during the Yangtze Incident. Details from John Dunstan, 47 Abbotsbury Road, Newton Abbot, Devon TQ12 2NS.

HMS Black Swan Assn. will hold their next reunion in Portsmouth on April 22. All association, and non association, members of the ship's company who served in her during her service life are welcome. Details from John Dunstan, 47 Abbotsbury Road, Newton Abbot, Devon TQ12 2NS.

HMS Agincourt (1953-54): Anyone interested in attending a reunion next year contact Billy Butler on 031 339 5481.

FIFTY YEARS ON

A LOOK BACK at the wartime operations of the Royal Navy half a century ago this month.

A quiet month until the grand climax with the sinking of the Scharnhorst off North Cape on Boxing Day. Only 31 merchant ships were sunk world wide, over half of these in the Mediterranean.

The Germans lost eight U-boats. Bad weather slowed the Army's advance in Italy but the Navy remained active convoying supplies.

Principal events included:

1: HM ships Paladin, Teazer and Troubridge bombed the Minturno area, Gulf of Gaeta.

11: HM frigate Cuckmere torpedoed off Algiers by U-223. Towed in but beyond repair.

12: HM ships Holcombe and Tyndale sunk off Bougie by U-593. First use of German acoustic torpedoes.

13: HMS Calpe and USS Wainwright sank U-593 — swift revenge. RAF Liberator sank U-391 in Bay of Biscay.

18: HM minesweeper Felixstowe sunk by mine off Cape Ferro, Sardinia.

22: German cruiser Niobe, formerly Yugoslavian, then Italian, aground on siba Island in the Adriatic, sunk by MTBs.

23: HMS Worcester mined off Smith's Knoll, North Sea. Towed to Yarmouth but beyond repair. HMS Campbell, standing by,

was attacked by RAF aircraft.

24: HMS Hurricane torpedoed by U-415 was later sunk by HMS Watchman, USS Leary was sunk at the same time by U-275 and U-382.

26: German battlecruiser Scharnhorst sunk off North Cape by HMS Duke of York (Admiral Sir Bruce Fraser), supported by HM ships Belfast, Jamaica, Sheffield, Norfolk, Matchless, Musketeer, Opportune, Virago, Saumarez, Scorpion and the Norwegian ship Stord.

28: Ten German destroyers, attempting to escort into Biscay ports, some returning blockade runners, intercepted by HM ships Glasgow and Enterprise, during high-speed chase in bad weather three destroyers were sunk.

31: HM minesweeper Clacton sunk by mine off East coast of Corsica.

Taken from The Royal Navy Day by Day.

HMS Saintes 1949-52: Andy Andrews, 65 West Way, Lancing, W. Sussex BN15 8LY (tel. 0903-767637) would like to hear from old shipmates re second reunion (sae please).

HMS Daffodil (1941-42): Ex-Stoker G. F. Dickinson, 13 Holmes Lane, Rustington, West Sussex BN16 2QA would like to hear from old shipmates.

HMS Eagle (1966-68): Ex-LM(E) Pete Latham (tel. 0329 663180) would like to hear from his old bridge number M(E)1 Alan D. Oliver (the ADO) last known residing in Purley.

POCK Raymond Paul Doyle: N. Doyle, 76 Bere Rd. Denmead, Waterlooville PO7 6PH would like to hear from anyone who served with POCK Doyle — he served mainly in wardroom galleys including HM ships Drake, Gannet, Nelson, Mercury and Hermes.

HMS Cossack (1947-48): C. M. F. Allwood, Shibula, 24 Start Bay Park, Strete, Nr. Dartmouth TQ6 0RY (tel. 0803 770552) would like to hear from Charlie Moth, last known residing in Southampton.

HM ships Llandaff, Warrior, St. Angelo and Tenacity (1972-79): Ex-RO1(G) Mike (George) Chisholm, 15 Summerfield Ave., Waltham, Grimsby DN37 0NQ would like to

hear from old shipmates with a view to a reunion.

HM ships Weston (1937-40), Alynbank (1940-43) and Dacres (1944-45): A. F. Townsend, Rosevale Cottage, St. Johns Rd., Scarborough, N. Yorks. YO12 5ES (tel. 0723 371269) would like to hear from old shipmates.

Fleet Mail Office, Alexandria, 1941: Anyone knowing the whereabouts of Jack Bayford, formerly London Postal Operator before joining the RN in 1940, contact Stan Deighton, 21 Hardwick Rd., Tilehurst, Reading RG3 4LH (tel. 0734 429297).

HM ships Ganges, Cougre and Calm (1941-46): Mr Penketh, 56 Woodlands Mount, Boothtown, Halifax HX3 6HR would like to hear from old shipmates.

HMS Gamecock and 804 Sqn. (1957-62): Terry McKee, 9 Bodiam Ave., Tuffley, Glos. GL4 0TJ (tel. 0452 411877) would like to hear from anyone who started naval air mechanics training on April 5, 1957 and from shipmates of 804 Sqn.

HMS Imperieuse (Stoker training May-June 1945): Ex-Royal Netherlands Navy O.V.W. Stoker C. du Floo would like to hear from ex-Stoker Douglas Stevens. Replies please to H. A. van Geene on 0273 880572.

HMS Norina, Boom Defence Trawler (1944-46): Reg Missin, 40 St. Peters Rd., West Lynn, Kings Lynn PE34 3LB (tel. 0553 770359) would like to hear from former shipmates, in particular Albert Archer, Eddie Ede, Charlie Boyer and Terry Steward, from Hull.

HMS Figsard, Blake Division (1944-47): A. R. Jackson, 131 Warren Ave., Southsea PO4 8PP (tel. 0705 735767) would like to hear from anyone who knows the whereabouts of T. C. Coleman, A. Evans, J. S. Firth, J. Green, J. A. Heaton, W. T. Horrocks, D. F. T. Jones, G. A. Litchfield, E. Lowry, J. H. Mould, D. W. Nodder and W. H. Oliver.

Operation Brassard, Elba, June 1944: D. Blyth, 1 Abbotsford Terrace, Darnick, Melrose, Scotland TD6 9AD would like to hear from anyone who took part in the operation, particularly from those who served in LC1(L)s 272, 132, 316, 278 and 303. He would also like to hear from Frank Green (Chatham) with a view to a reunion (tel. Melrose 2130).

HMS ships Primrose and Burnham: Sam Langford, 50 Drew Gardens, Greenford, Middx. UB5 7QG (tel. 081 902 9001) would like to hear from ex-Lt. George Bullock.

845 Sqn. Assn. is looking for anyone who served in the squadron since its formation. Details from Ned Parkinson, 15 Ridgeway Close, Paulsgrove, Portsmouth PO6 4LT.

HMS Cooke (Third Escort Group, Belfast 1943): Harry Jones, 34 Highview Walk, Blackley, Manchester M9 2LS (tel. 061 795 3948) would like to hear from old shipmates.

HM ships Eagle and Pembroke, 1965: Mr J. Ellis (tel. 0695 26639) would like to hear from CPOSTD William Casey.

HMS Houghton (1968-70): ex-PO Buffer Michael Brett, Mistletoe Cottage, Brook Lane, Woodgreen, Fordingbridge, Hants.

SP6 2AZ (tel. 0725 22356 eves., 0703 812159 days) would like to hear from ex-Coxswain RP Roy Savage.

HM ships Amethyst and Minerva: N. E. Buck, 11 Kingsway, Dovercourt, Essex C12 3AB would like to hear from Chief Coxswain Nichols, the first man injured when the wheelhouse of HMS Amethyst was hit by Chinese fire. He would also like to hear from anyone who served with his father in HMS Minerva in 1910-11 — he believes his father was pictured in a photo of HMS Minerva's gun crew featured in the Sept. issue of Navy News.

HMS Duchess 1939: G. R. Merrey, 122 Pagitt St., Chatham, Kent ME4 6RB would like to hear from anyone who survived when the ship sunk off the west coast of Scotland on Dec. 12, 1939.

BRNC Dartmouth, 1954: Tom Chippendale (tel. 0249 740383) is organising a reunion in HMS Victory on May 20, 1994 and would like to trace Charles Thrower and Graeme Young.

HMS Cornthian (1940-42): Ex-PO G. W. Cottee, 7 Chesterfield Dr., Burton Joyce, Nottingham NG14 5EQ would like to hear from old shipmates.

HM ships Hydra and Hecla (1980-86): Ian (Hammy) Hamlet, 15 St. Albans Rd., Seven Kings, Ilford, Essex would like to hear from AB Colin (Spike) Hughes (HMS Hydra 1980-83), AB/SR Ronnie Briggs (HMS Hecla 1985-86) and LS(S) Dave Heron (HMS Hydra 1981-83).

RNAS Abbotsinch (1954-58): Ronnie and Bill Rigg, 44 Belmont Ave., Springhead, Nr. Oldham OL4 4RS (tel. 061 633 3250) would like to hear from old shipmates, including Shortie Shaw, Tommy Hawkins, Jack Kean, Ritchie Richardson, MAA "Judy" Garland, Geoff Marlowe and Bob Ness.

HMS Nubian (1964-66): Ex-RO Dave Millard, 2 Fernhill Rd., Maidstone, Kent ME16 9BL would like to hear from LROs Cliff Tickner and Dave Wickham, RRs Nolly Court, Peter Price, Bungy Williams and Jonathan Jones.

RN Firefighting Crew, Victualing Yard (Palmer's Yard), Deptford: Ex-LCK C. Johnson, 6 Chantry Rd., Kempston, Beds. MK42 7QU (tel. 0234 856321) would like to hear from old shipmates.

HMS Houghton, 104 Minesweeping Squadron Singapore (1960-62): Ex-AB Bob Bragg, 15 Lakeside Close, Ipswich, Suffolk IP2 9PY (tel. 0473 686541) would like to hear from old shipmates, including Derek Clewes, Olly Oliver, Nobby Clarkson and Woody Woodward.

HM ships Somali (1938-41), Mercury (1950) and Rinaldo (1951-53): R. Blacklock, 43 Arnot Hill Rd., Arnold, Notts. NG5 6LN would like to hear from old shipmates.

HMS Cassandra (1962-63): Bob Shead, 9 St. Albans Dr., Sheffield S10 4DL (tel. 0742 307007) would like to hear from the Communications Staff, in particular Roy Everitt, Harry Wardle, Brian Mottershead, Knockor White, Speedy Rush, Jim Geddes, Joe Ince and Kevin Lancaster with view to a reunion — sae. would be appreciated.

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Over to You

Leonard Featherstone, who was on his first commission.

HM ships Dasher, Mersey, Dunnothan Castle and Salopian (1940-42): J. Everett, 5 Woodhurst Ave., Pettstow, Orington, Kent BR5 1AR (tel. 0689 870344) would like to hear from anyone who served with his father George (Jimmy) Habgood, the ship's butcher.

HM ships Ledbury, Ceres and Mount Clare: Robert Patterson, 42 Balmoral Tc., Heaton, Newcastle Upon Tyne NE6 5YA would like to hear from anyone who served with his brother AB John (Jack) Patterson.

HMS Abdiel, 1943: Donnie Mackenzie, 24 Nupton Dr., Barnet, Herts. EN5 2QT (tel. 081 440 4606) would like to hear from anyone who served with his brother John (Jack) Mackenzie, 127 Parachute Field Ambulance Regiment RAME (drowned on Sept. 10, 1943, Taranto, Italy), in particular Derek V. Blaber.

HMS Karanga, 1942: H. Cowlishaw, 24 Fawcus Close, Dalmore Ave., Claygate, Surrey KT10 0HF would like to hear from anyone who served with her brother Ord. Seaman Donald Gardiner who was killed in Bougie Harbour, Algeria on Nov. 12, 1942.

HMS Dido: A video of the wartime history and actions of HMS Dido along with the

farewell dinner and reunion, held in Bolton, is available from Ken Glover, 60 Vanbrough Cres., Northolt, Middx. UB5 5JW (tel. 081 845 1368).

HMS Vimy/American Merchant Ship Lehigh, 1941: Mr D. J. Tellis, 58 Kimberley Rd., Benfleet, Essex SS7 5NQ would like to hear from anyone who can provide information on how the remaining survivors of the American ship, torpedoed off West Africa on Oct. 19, 1941, reached Freetown. He is hoping to confirm they were rescued by the Flower Class corvette HMS Starwort.

HMS Vidal: Mr P. J. Nash, 9 Grasmere Rd., Whitby, Ellesmere Port, Cheshire L65 9PB (tel. 051 355 1540) is building a model of the survey vessel and would like to hear from anyone who has drawings, photographs etc.

HMS Blackwood: Murray A. Sherwin, 39 Dexter St., St. Catharines, Ontario, Canada L2S 2L8 would like to hear from anyone who served in HMS Blackwood and who would forward their recollections of when the ship was attacked by HMCS Port Colborne.

Jeannie Dean, HMS Wildfire, Sheerness/Queensborough: Mrs M. Hartley, 120 Invidia Rd., Sheerness ME12 2AQ would like information about the above-named ship and would like to hear from Geoffrey Bent-

ley, from Blackpool and Frank Townsend. **Mary B. Mitchell, Q ship/mystery ship/decoy ship, First World War:** F. T. O'Brien, 3 The Brit, Beaminster, Dorset DT8 3DT (tel. 0308 863430) is building a model of the topsail schooner, known as Q9 and would like to borrow plans, photographs etc., and would like to hear from anyone who has any information about her 12 and six pounder guns and how they were mounted and hidden.

Mediterranean Lines of Communication: Chris Elliott, 4 rue Aristide Rouzire, 34120 Pezenas, France would like to hear from anyone who travelled on the Medloc Military Leve Trains at the end of the war in 1945. A project has been launched to publish a book of stories from passengers and in the summer of 1995 to run a 50th anniversary train from Toulon to Dieppe.

Exercise Tiger: Eugene E. Eckstam, 2118 20th Avenue, Monroe WI 53566, USA is interested in collecting eye witness accounts of the events of April 28/29 1944.

SS St David, hospital ship bombed and sunk off Anzio, Jan 24, 1944. It is hoped to hold a 50th anniversary service in the ship's home port of Fishguard, Dyfed, in late January. Survivors of the sinking are asked to contact Mr P. J. Kelly, 26 Allt-y-Carne, Dyfryn Goodwick, Dyfed SA64 0AT.

Tourists 'tiptoe' to see red shoes

SINGER Kate Bush's new album "Red Shoes" has brought renewed interest in an exhibit at the Royal Navy Submarine Museum at Gosport.

The record, based on the post-war ballet film "The Red Shoes", was issued on November 15 — and the red shoes of the title are on display at the Submarine Museum.

They made their way there after the star of the film, Moira Shearer, presented them to the T-class submarine HMS Tiptoe, which had a ballerina as part of her crest.

The famous shoes were passed on to the museum soon after the Tiptoe's 25th birthday.

● Cdr. Richard Compton-Hall (right), director of the Royal Navy Submarine Museum, with Moira Shearer's Red Shoes.





'Wrens' show their Petticoat at carnival!

Sefton goes on display

BOASTING a forward gun which fired balloons and a revolving radar, "HMS Petticoat", the Thurrock entry in their local carnival, was voted the best float and won for the branch a silver cup.

England expects

IN keeping with tradition, sailors young and old celebrated the anniversary of Trafalgar in true naval style in branches up and down the country.

A formal dinner at which Lord Nelson's historic signal "England expects..." was hoisted on a mast, was the choice of City of Ely. The occasion was attended by the Mayor of Ely accompanied by the mayoress and other civic dignitaries.

The Churchill House Hotel was the venue for Swindon's celebrations attended by 150 shipmates, wives and friends — guest of honour was Shipmate Nobby Clark, national council member No. 6 Area.

Members of Barnsley organised a true seafaring occasion — guests were piped on board by members of the local Sea Cadet Unit. There followed a parade of standards, including the ensigns of the RNXS and the Royal Fleet Auxiliary, plaques were exchanged with the Rescue Tugs of Hull and a £100 cheque was presented to the Mayor, on behalf of the branch, for the Children's Ward of Barnsley Hospital.

A dinner-dance proved a happy choice for a celebration enjoyed by members of Cwmbran, their wives and friends. The guest of honour was the Mayor of Torfaen and Shipmate Roy Woods, national council member No. 7 Area.

A telegram from the Queen was read out at the 48th consecutive dinner to mark the Trafalgar anniversary, organised by Preston and attended by 76 members, wives and friends.

Over 100 shipmates and friends enjoyed a dinner-dance organised by Shrewsbury.

The anniversary was marked by members of Gravesend at a service in the local parish church, attended by the branch president, Rear Admiral J. Bell, the Mayor and deputy Mayor. Afterwards members and guests gathered at the RNA Club for refreshments and to witness the presentation of life membership certificates to Rear Admiral Bell and to Shipmates H. Bull and L. Forder.

Huddersfield has been showered with compliments for organising a very enjoyable celebration buffet dance. The occasion was attended by 130 shipmates, wives and friends who took part in a variety of games organised to suit all ages from teenagers to pensioners. There were 30 prizes to be won which kept MC Shipmate David McDonald on his toes throughout the evening.

The float, built by Shipmate Eric Wakeling, was manned by Shipmates Les Milburn, Charlie Mercer, Gladys Martin and John Wills, disguised as Wrens!

BRANCH NEWS

Rear Admiral Anthony Whetstone and his wife, were piped on board when they attended Maidstone Harvest Festival and Thanksgiving Service, conducted by the Rev. Paul Francis, the branch padre. Shipmates and guests, including residents of Chatham Naval Home, enjoyed a buffet reception following the service, the Home benefiting from the abundance of produce provided for the festival. Before the company dismissed, there was a surprise for Shipmate Dave Fiander, the branch secretary — for his loyal service, Admiral Whetstone, on behalf of the branch, presented him with a naval clock and barometer.

There was a record number of branches — 40 — represented at No. 4 Area meeting hosted by Saltash and held at the China Fleet Country Club. At the meeting Shipmate Bill

Dent, the area representative in the London Marathon, presented the chairman with a £314 cheque, half the amount he raised in sponsorship. The Saltash branch send a vote of thanks to Watford for hosting a memorable week-end during which they were royally entertained.

Shipmate D. Newell of Didcot had his standard bearer's badge removed from his blazer during the Royal Tournament. If anyone can help telephone him on 0235 814341.

Redruth and Camborne were well-represented at the dedication of the new standard of No. 4 Area, at Britannia Royal Naval College, Dartmouth. The service, attended by the mayor and mayoress, was conducted by the Rev. Ray Brewer, assisted by the chaplain of the col-

lege, the Rev. Christopher Luckraft. At the parade which followed, 42 standards were displayed as shipmates marched to music by the Band of the Royal Marines.

A Pusser's Rum night, organised by Wivenhoe and Elmstead, raised £437 for charity.

A flag day organised by Mid-Antrim raised £1,078 and a coffee morning and a series of car-boot sales held by Solva and St David raised cash for local charities.

Dedication of St Austell's new standard (the old one lasted 43 years) was attended by representatives and standard bearers from other Cornish branches. The new standard was borne by Shipmate Dave Innocent and escorted by two serving masters-at-arms, both branch members.

In appreciation for 21 years service as branch chairman and many years as delegate to Area and National conferences, Shipmate Warwick Camp was presented on his retirement with memorabilia of the Battle of the Atlantic. The presentation was made by branch president Shipmate Len Bradfield.



THE presentation to St. Helen's Church, Sefton, of a scale-model of the former Ton-class minesweeper HMS Sefton for display in a side chapel with the ship's bell, won stalwart support from all who served in these vessels. Though the ship's model was built by an ex-Merchant Navy engineer, Shipmate Doug Southall, the service was conducted by a veteran of Ton-class minesweepers, the Rev. Patrick Crean.

Pictured here with their wives are members of Crosby branch who served in Ton-class ships and who attended the service. They are chairman Maurice Pritchard, Fred Brazier, Mike Booth, Len Haydock, Dave Palmer, Ged Lynch and Tony Erskine.

The Ton-class Association was represented by Ron McMaster, Billy Allum and Bill Slater.

Dartmouth's man of courage



SHIPMATE Derek Pilley, of Dartmouth branch, is not short of courage. After a long time in a coma, having gone down with meningitis, he has resumed the office of branch treasurer and is fighting back.

His fellow shipmates are very proud of Derek and they showed this in a practical way by providing him with "powered wheels", which enables him to get out and about.

The freedom of being able to go where he wants in his self-operated wheelchair, found him cheering the RNA Whaler crew who won the Nato Navies race at Dartmouth Regatta. It was their third successive year as winners.

Since mastering his "wheels", there is no stopping Derek, who participates in branch events and is determined to walk further than he can at present.

Rescue reunion for Cossack survivor

WHEN HMS Cossack's bows were blown off by a torpedo west of Gibraltar in October 1941, a concussed Lt Anthony Davies was pulled from the sea into a Carley float by AB Ray Davies. Over half a century was to elapse before the two sailors were to meet again.

On the anniversary of the day the Cossack foundered 52 years ago, the lucky survivor, now Rear-Admiral Anthony Davies, president of the Swindon branch, came face to face with the man who had pulled him from the sea, Shipmate

Ray Davies of Ledbury branch.

If it was an emotional reunion for the two former sailors, it was also an occasion for Swindon branch to put on a celebratory lunch for the two Davieses who had survived not just the war, but the years since.

To mark this special reunion, brought about by an article in Navy News, they were joined by friends from Ledbury, the Royal British Legion, a large gathering of naval veterans and members of Shipmate Davies' family.

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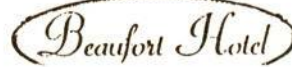
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Notice Board



Points

THE following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at December 1, 1993.

Intermediates (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int." rosters are the basic dates of the top eligible personnel.

The number following the points (or basic dates) is the number of men who were advanced during November.

CCMEAML — Int, (25.11.91), Nil; **CCMEAL** — Int, (15.7.93), Nil; **CCMEALSM** — Int, (1.4.93), Nil; **CCMEALSM** — Int, (4.6.92), Nil; **CCWEAADC** — Int, (28.7.92), 1; **CCWEAWDO** — Int, (28.7.92), Nil; **CCWEAADCSM** — Int, (20.7.93), Nil; **CCWEAWDOSM** — Int, (13.11.92), Nil; **CCAEAM** — Int, (1.5.92), Nil; **CCAEAR** — Int, Nil; **CCAEARW** — Int, (1.9.90), Nil; **POEW(O)(RS)(W)** — Int, (7.6.91), Nil; **LS(EW)(L)(O)(W)** — Int, (14.7.92), Nil; **PO(M)** — Int, (14.7.92), 1; **LS(M)** — Int, (10.3.92), 3; **PO(R)** — 253, Nil; **LS(R)** — 145, Nil; **PO(S)** — Int, (16.2.93), 2; **LS(S)** — Int, (27.9.91), 2; **PO(D)** — 261, Nil; **LS(D)** — 439, Nil; **PO(MW)(O)** — Int, (14.7.92), Nil; **LS(MW)** — Int, (27.9.91), Nil; **PO(SR)** — 386, 1; **LS(SR)** — 239, 2; **PO(SEA)** — 276, Nil; **CY** — 308, 3; **LRO(T)** — 297, Nil; **RS** — 287, 2; **LRO(G)** — 232, Nil; **POPT** — 303, 2; **RPO** — 270, 3; **POMEM(L)(GS)** — Int, (24.6.92), 4; **LMEM(L)(GS)** — Int, (24.8.92), 5; **POMEM(M)(GS)** — 482, 10; **LMEM(M)(GS)** — 302, Nil; **POMEM(O)(GS)** — 209, Nil; **POMEM(O)(GS)** — Int, (7.11.91), 3; **POMEM(R)(GS)** — Int, (7.7.92), 12; **LMEM(R)(GS)** — Int, (19.1.93), 10; **POCA** — 159, 1; **POCK(GS)** — 426, 2; **LCK(GS)** — 85, 4; **POSTD(GS)** — 577, 5; **LSTD(GS)** — Int, (17.10.91), 4; **POSA(GS)** — 568, 5; **LSA(GS)** — 111, 2; **POWTR(GS)** — Int, (6.8.91), 2; **LWTR(GS)** — Int, (11.6.92), 3; **POMA** — Int, (9.7.91), Nil; **LMA** — Dry, 4; **PO(S)(SM)(O)** — Int, (27.8.91), Nil; **LS(S)(SM)** — 351, Nil; **PO(TS)(SM)** — Int, (25.3.92), Nil; **LS(TS)(SM)** — Int, (19.8.91), Nil; **RS(SM)** — 233, Nil; **LRO(SM)** — Int, (4.6.91), Nil; **POMEM(L)(SM)** — 464, Nil; **LMEM(L)(SM)** — 89, 3; **POMEM(M)(SM)** — 789, 1; **LMEM(M)(SM)** — 794, Nil; **PO(WSM)** — 379, 2; **L(M)(WSM)** — 206, Nil; **POWEM(R)(SM)** — Int, (3.11.92), Nil;

LWEM(R)(SM) — 217, Nil; **PO(UW)(SM)** — Dry, Nil; **POSA(SM)** — 168, Nil; **LSA(SM)** — Int, (18.6.92), Nil; **POWTR(SM)** — 102, Nil; **LWTR(SM)** — Int, (3.3.92), Nil; **POCK(SM)** — Int, Nil; **LCK(SM)** — 807, 2; **POSTD(SM)** — 396, Nil; **LSTD(SM)** — 730, Nil; **POA(AH)** — 860, Nil; **LA(AH)** — 742, Nil; **POA(METOC)** — Int, (16.7.93), Nil; **LA(METOC)** — Dry, 3; **POA(PHOT)** — 308, 1; **POA(SE)** — 438, Nil; **LA(SE)** — 231, Nil; **POACMN** — 445, 1; **POAEM(M)** — 333, 1; **LAEM(M)** — 367, 8; **POAEM(R)** — 110, Nil; **LAEM(R)** — 425, Nil; **POAEM(WL)** — 446, 3; **LAEM(WL)** — 596, 4; **POAC** — Dry, 1; **POWREN(R)** — 247, Nil; **LWREN(R)** — 116, Nil; **POWREN(RS)** — 307, Nil; **LWREN(RO)** — 244, Nil; **POWREN(PT)** — 227, Nil; **POWREN** — 153, Nil; **POWRENCK** — Int, (17.10.91), Nil; **LWRENCK** — Int, (18.2.93), Nil; **POWRENSTD** — 788, Nil; **LWRENSTD** — Int, (20.6.91), Nil; **POWRENSA** — 445, Nil; **LWRENSA** — Int, (20.6.91), Nil; **POWRENWTR** — 107, 1; **LWRENWTR** — Int, (9.3.92), 2; **POWRENWTR(G)** — 227, 1; **LWRENWTR(G)** — Int, Nil; **POWRENMETOC** — Int, Nil; **LWRENMETOC** — Int, Nil; **POWRENPHOT** — Int, (10.9.91), Nil; **POWRENAEM(M)** — 367, Nil; **LWRENAEM(M)** — 273, Nil; **POWRENAEM(R)** — Int, (7.11.91), Nil; **LWRENAEM(R)** — 339, Nil; **POWRENAEM(WL)** — 418, Nil; **LWRENAEM(WL)** — 396, Nil; **POWRENETS** — 357, Nil; **LWRENETS** — 143, Nil; **LWRENTEL** — 473, Nil; **POWRENWA** — 131, Nil; **LWRENWA** — 169, 1; **POWRENHYG** — 193, Nil; **POWRENDSA** — Int, (9.7.91), Nil; **LWRENDSA** — 112, Nil; **POEN(G)** — Int, (10.9.91), Nil; **LEN(G)** — Int, Nil; **PONN** — Int, (10.3.92), Nil; **POMA(Q)** — 101, Nil; **LMA(Q)** — Int, (10.9.91), 1.

The Basic Dates quoted for the female ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR1066 Chapter 22.

POWREN QA — Int, Nil; **POWREN MT** — 411, Nil; **POWREN TEL** — 1260, Nil. In accordance with DCI(RN) 37/93 all qualified female seagoers now appear on the RN rosters only.

It should be noted that the number of B13s issued in the female categories are those advanced from the female Shore Roster.

It should be noted that the November 1993 award of C281 merit points are not applied to the rosters until February 1 1994.

Appointments

VICE-ADMIRAL Sir Michael Layard, the Second Sea Lord, is to be promoted Admiral and becomes Second Sea Lord and C-in-C Naval Home Command from April 1, 1994. **Vice Admiral Toby Frere**, Flag Officer Submarines, succeeds Vice Admiral Sir Neville Purvis as Chief of Fleet Support in February.

Rear Admiral J.J.R. Tod to be promoted Vice Admiral and to be Deputy Commander Fleet in succession to Vice Admiral Sir Geoffrey Biggs, June 1994.

Other appointments include: **Rear-Admiral N. J. Wilkinson** as Commandant of the Joint Services Defence College Greenwich, March 31, 1994.

Capt. J. G. F. Cooke, ADC to HM The Queen, November 1.

Capt. A. S. Ritchie, ADC to HM The Queen, November 1. Captain HMS Dryad, September 17.

Capt. P. R. Sutermeister, HMS Excellent

in command, November 23.

Lt.-Cdr. M. E. A. Flanagan, HMS Dumbar-ton Castle in command, April 19, 1994.

Cdre C.M.C. Crawford, Collingwood in command, January 13 1994.

Capt. R.F. Strange, Dolphin as Captain, January 11 1994.

Cdr I.S.H. Richards, Repulse (stbd) in command, January 25 1994.

Swap Drafts

AB(MW) Travers, Security, RN air station Culdrose, drafted HMS Defiance in Feb. Will swap for any Scottish shore base.

RO1(G) Garden, HMS Marlborough, drafted Northwood in Feb. Will consider any Scottish draft.

LWTR Rutland, UPO HMS Raleigh ext. 41255, drafted to ACCHAN HMS Warrior in Jan. Will swap for any Plymouth or Portsmouth draft. Must be PV'd.

LWTR Mulvihill, HMS Monmouth. Will swap for any Scottish-based sea service draft.

LWTR Lindley, FOSF, Portsmouth naval base ext. 825500, drafted 849 Sqn. RN Air Station Culdrose. Will swap for any Portsmouth-based ship.

MEM(L)1 Fenton, HMS Gloucester. Will swap for any Devonport-based ship, deploying or not.

LWEM(O) Birks, HMS Beagle. Will swap for any Portsmouth-based ship, deploying or not.

LREG Ward, Security Section BRNC Dartmouth ext. 212 or 0822 87241. Will consider any draft — non-security.

LSA Wilde, HMS Brilliant, Stores Office, drafted Portsmouth FMRO in Feb. Will swap for any Devonport draft.

STD Noble, HMS Osprey ext. 2626 or 2605. Will swap for any Portsmouth or London shore base.

LMEM(L) Hodgson, HMS Sandown, tel.

0383 412121 ext. 62169. Will consider any draft, deploying or not.

MEM(M)1 Bickerton, HMS Gloucester. Will swap for any Rosyth sea or shore billet.

LWTR Jones, HMS Bulldog. Will consider any ship, deploying or not.

STD Ritchie, HMS Seahawk ext. 2124. Will swap for any Portsmouth shore base or Portsmouth-based ship (due LSTD Nov. 19).

WEM(O) Sanders, HMS Arrow, drafted HMS Defiance FMB in March. Will swap for any Rosyth or Faslane shore base or any sea draft out of any port.

RO1 Byrne, HMS Battleaxe ext. 54833 (Devonport), drafted HMS Illustrious. Will swap for any Devonport-based ship.

LS(R) Dow, HMS Nottingham (ADAWS trained), drafted HMS Dryad in Feb. Will swap for any Portsmouth-based ship.

LWEMO Downing, HMS Brave 0752 553740 ext. 53340. Will swap for any Rosyth-based ship, deploying or not.

WR01 Stevenson, COMMCCEN Fort Southwick, B Watch ext. 5308. Will swap for any Plymouth COMMCCEN draft.

LS(S) Thomas (2050), HMS Dryad ext. 4402. Drafted HMS Exeter Feb 94, deploying. Will swap for any other ship.

PO(D) Rickard, coxswain HMS Brocklesby. Will swap for any South of England MCMV or diving team. LFS also considered.

Promotions to Chief

AUTHORITY for promotion of the following ratings to chief petty officer was issued HMS Centurion in November:

OPERATIONS BRANCH

SEAMAN GROUP

To **CPO(OPS)(R)** — B. F. Phelan (Dryad).

COMMUNICATIONS GROUP

To **CRS** — S. D. W. Greenfields (Northwood CIS), S. J. Goodall (Northwood CIS).

SUPPLY AND SECRETARIAT

To **CPOSTD** — V. S. Frewer (Alacrity). To **CWRENWTR** — H. Y. Waters (Capt Port Portsmouth).

CHIEF PETTY OFFICER

HMS Centurion has been notified of the following promotions to chief petty officer artificer which were made by commanding officers in October.

CPOCT(A) — N. F. Richards (Coventry). **CPOMEA** — M. A. Bleaken (Boxer), R. S. Brunt (Sultan), D. F. Field (Defiance FMB), K. M. Gall (Turbulent), S. R. Isbister (Portsmouth FMRO), G. L. Large (Intrepid), S. J. Ward (CFM Rosyth), A. J. M. Webb (Clyde Mixman2).

ACPOMEA — W. L. Fox (Resolutor Port), T. P. Harpham (Sultan), P. T. Jea (Upholder), C. G. Lennox (Sultan), A. D. Macey (Fost FMB), A. Newby (Beaver), N. J. Potter (Brilliant), G. E. Ridley (Sceptre), C. Robson (Torbay), D. P. Santangel (Sceptre).

CPOA(WL) — M. S. Cross (801 Sqn.) M. C. Stafford (899 Sqn. Heron).

CPOA(M) — E. J. Cowie (RNAS Culdrose), D. A. Pritchard (819 Sqn.).

CPOA(R) — M. Montgomery (Osprey). **CPOEA** — I. Cross (CFM Rosyth), R. Davis (Defiance FMB), J. D. Drake (Neptune NT), M. R. Grieve (Defiance FMB), P. Jennings (Capt(H) Devpt) S. Johns (CSST Shore Fsln), P. J. Littlecott (MOD Dgss Ptsmth), A. E. Quayle (Defiance FMB), J. M. Thane (Collingwood), S. J. Wright (Fit Eng Whale ls).

CPOMT — M. A. McMenemy (Cochrane). **ACPOMT** — V. S. Rawat (RNH Haslar).

ACTING CHARGE CHIEF ARTIFICER

Authority was issued by HMS Centurion in November for the following rating to be promoted to acting charge chief artificer: **ACCWEA** — A. M. King (SCU Leydene).

Deaths

R. J. Scott, LACMN 819 Sqn Nov. 6.

Admiral Sir Andrew Lewis, C-in-C Naval Home Command 1972-74. Served at sea as a gunnery officer for most of World War II, ships including HMS Castleton, Boadicea and Howe and notably Ashanti, being mentioned in dispatches after the destroyer was bombed continuously for 14 hours in September 1940. After the war command the guided weapons trials ship HMS Girdle Ness and the missile destroyer HMS Kent. He was later successively Director General of Naval Weapons, Flag Officer Flotillas in the Western Fleet and Second Sea Lord and Chief of Naval Personnel. Aged 75.

Capt. R. W. Jocelyn, Earl of Roden. World War II destroyer captain three times. Mentioned in Dispatches. Ships include Achates, Quality and Panther, the later sunk off Rhodes by Stuka dive bombers. Aged 83.

A. A. Hack, DSM. Twice Mentioned in Dispatches. Ships include Anson, Cowdray, Contest, Aisne, Cleopatra, Belfast and Obdurate.

W. T. Vernon, Ex-AB. HMS Erebus on D-Day. Aged 69.

J. B. Morgan, served 1918-46. Ships include HMS Wishart and Ravager. Aged 92.

R. Peimaine, served in LTCs at Caen and Walcheren. Aged 71.

T. Taylor, Ex-Chief Tel. Served in HM Submarines 1935-54. Life member Medway Towns SOCA. Aged 79.

New Zealand Submarine Old Comrades Association: R. A. Blann, served in HMS Sturdy and Astute. Aged 65. J. L. McLaughlin, Ex L/Std. Boats include L27, P552, H44 and Tradewind. Aged 70.

J. Griffith, Ships include HMS Spartan and Aurora. Aged 68.

Cdr N. Scarlett-Streatfield, shot down and captured after sinking the Conte de Cavour at Taranto while acting as observer in a Fairey Swordfish of 815 Sqn. Mentioned in dispatches for organising escape attempt at Lubeck. Later commanded HMS St Austell Bay.

R. Hill, Ex-CMEM(M). Served 1966-88. Last ship HMS Arrow. Aged 46.

B. Ellaway, Member Aircraft Handlers Association. Served 1959-86.

P. Farr, Ex-AB Ships include HMS Chieftain.

Cdr J. Murrice, won DSC as pilot of 826 Sqn in the Mediterranean supporting the Army in the Western Desert. Later commanded 1830 Sqn, the first RNVR Sqn to win the Boyd Trophy for naval airman ship.

Lieut.-Cdr C. Goodyer-Stanley, RCN. Member HMS Hood Association.

D. E. Meggitt, ships include HMS Albion, Reclaim and Nightingale. Aged 60.

R. J. Killalea, Member N. Class Destroyer Association. Aged 71.

W. Taylor, Ex-CERA. Served 1937-47. Ships include HMS Repulse, Belfast, Cottesmore.

The deaths are announced of the following members of the **Algerines Association**, H. L. Jenkins, OBE, DSC (Larne/Welfare/MS5), A. G. Holbrook, (Pelorus), H. H. Priestley, (Hound) and R. A. Treble (Hare).

R. McBeath and **B. McKenzie** of the Royal Naval Patrol Service Association.

Harry "Chippy" Bow, retired as Commissioned Shipwright 1945. Served on assistance HMS ships Iron Duke, Champion, Resource, Pangbourne, Nelson, Manchester, Dido, Hornet, Mobile Land Repair Unit 2. Veteran of Malta campaign and Salerno landings 1943. Nov. 17 aged 90.

ROYAL NAVAL ASSOCIATION

The deaths are reported of the following shipmates:

A. B. Stakemier, Cambridge. Ships include HMS Boxer.

G. Branford, Ex-RM Secretary, Stourport. Ships include HMS Belfast.

C. E. Sutton, Ex-Regulating Branch, founder member, vice president and life member Cwmbran. Chairman HMS Prince of Wales Association and TS Kittiwake. Aged 73.

S. Brown, North Reddish. Aged 59.

C. Davis, Skipton and District. Served 1941-1946. Ships include HMS Ceylon. Aged 71.

W. Facer, Ex-RM, Birmingham Central, founder member and vice president.

D. Mitford, Bloxwich. Aged 68.

G. Lyttleton, Greenford. Aged 67.

G. Nuttall, Kidderminster.

Sir John Langford Holt, president Shrewsbury.

R. K. Clements, Ex-Seaman Gunner and Diver, chairman Swansea. Served HMS Vernon (minesweepers) and HMS Whitby. Member RBL and RNAA. Aged 49.

F. Fisher, Blackpool. Served in HMS Kingston and LST 12.

K. Stacey, Ex-FAA, Taunton. Aged 65.

J. Gilliland, South Liverpool. Aged 82.

Bill Spence, Oldham. Served in destroyers, sweepers 1942-45. Wounded during service HMS London 1947-50 (Korea). Served MN three years.

Norman Taylor, Oldham. November 6. Aged 65.

Pen Friends

READERS seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, HMS Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Sarah (18) Isle of Wight. **Karen** (28) Portlade, Sussex. **Melba** (21) Runcorn, Cheshire.

ire. Tessa (30) Surrey. **Anna** (21) Bognor Regis, W. Sussex. **Mias T.** (21) Bognor Regis, W. Sussex. **Nicole** (27) Kent. **Trisha** (25) Bristol. **Julie** (32) Preston, Lancs. **Debbie** (20) Johnstone, Renfrewshire.

Lindsey (31) Clayhall, Ilford. **Joanne** (21) Huntington, Cambs. **Shelley** (23) Southsea, Hants. **Lynda** (39) Pudsey, Leeds. **Jean** (42) Preston, Lancs. **Netta** (35) Barrow-in-Furness, Cumbria. **Pauline** (27) Linwood, Renfrewshire. **Lesley** (32) Kent. **Lisa** (26) En-

field, Middlesex. **Sacha** (23) Ditton Priors, Shropshire.

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1994 NAVY NEWS CALENDAR.

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CHRISTMAS DELIVERY CANNOT BE GUARANTEED FOR ORDERS RECEIVED AFTER THE 15 DECEMBER.

Fred takes to the road again

SITTING comfortably is ex-Colour Sergeant RM Fred Roseman, pictured with two members of Flag Officer Plymouth's staff and Mr Bob Wall, Plymouth Area Committee RNBT.

Seventy-eight-year-old Fred, who served in the Marines from 1932-45, in HMS Renown, HMS Royal Oak and in various campaigns ashore, suffers from Parkinson's disease and has had three hip operations over the years.

Although he was able to get around his self-contained flat with the aid of a walking frame he found it impossible to get out and about in his manual wheelchair due to the steep hills around his home in Plymouth.

Fred consequently became dependent on visitors to get his weekly shopping and to take him out and he found himself spending a lot of time on his own in his flat.

Expressing a great desire to become independent again he applied to the RNBT for assistance with the purchase of an electric wheelchair.

Various types of electric wheelchairs were tried and tested but only one had suitable controls and the necessary swivel seat, bearing in mind his Parkinson's disease and hip disabilities.

The RNBT worked alongside the Navy Special Fund, the Royal Marines Welfare Fund and the Royal British Legion to provide the finance and now Fred is the proud owner of a Tetra electric scooter.

The quality of his life has been greatly enhanced and allows him to enjoy the independence which, at one time, was denied him by his illness.



CHEQUE MATES

MR Gerry Coulson, chairman of the RNA Welfare and Charities Committee (centre), presents cheques for £2,000 to CPO John Thompson, chairman RNBT Grants Committee, and £1,000 to Mrs Mary Brown, chairman of the WRNS Benevolent Trust.

Record year for RNBT

AT THE Trust's 71st annual general meeting held at the Cloth Workers' Hall in London last month the RNBT's president, Vice-Admiral Sir John Webster KCB announced they had made record grants and regular payments exceeding £1.5 million during the year ending March 31, 1993.

The Trust, he said, was undergoing many changes, namely the move of its Head Office in Chatham to its new headquarters in Portsmouth in 1994, in line with the heart of the Navy's Personnel Department which was also moving to Portsmouth next year.

He also welcomed the WRNS Benevolent Trust who had become a lodger unit in the Portsmouth offices and said that this did not mean a takeover bid by the RNBT but was recognition of the increasing need for closer co-operation between the two charities.

The honorary treasurer and vice-president, Mr. J. T. Edwards, retiring from the Trust after some 15 years' service on the various committees and seven years as the honorary treasurer, latterly also as vice-president of the Trust, said that the Ordinary Income, although some £1.6 million, was lower than the previous year 1991/92 and Ordinary Expenditure was up by £130,000 thus resulting in an operating loss of some £102,000.

Thankfully the KGFS had made an increased grant to the RNBT but the other traditional sources of income e.g. Navy Weeks Trust, Royal Tournament and Naafi rebate were significantly lower.

Thanks to the generosity of Greenwich Hospital, the Trust's expenditure on annuities rose to a record sum of £326,000.

To meet the ever increasing need in the naval community, Mr. Edwards said that a cash allocation of £1.7 million had been made available for the current Annual Cash Budget for Welfare Grants and that the Trust's reserves should be adequate to meet this forecast spending commitment, providing the normal regular annual income can be maintained at its present level.

Magee family sees the light



FORMER Colour Sergeant RM David Magee suffered a massive stroke last year which left him with only partial use of his right side, unable to speak and with dysphasia, a language disorder.

David, 46, lives in Exmouth with his wife Norma upon whom he is entirely dependent and because of his inability to communicate properly it makes life even more difficult for them both.

His speech and language therapist recommended that David obtain a Lightwriter communications device but the £956 cost was beyond David's resources.

He applied to the RNBT and the Grants Committee responded by offering an initial grant of £450 towards the system, referring the case at the same time to the Royal Marines Welfare Fund which matched the RNBT grant.

SSAFA were then approached and they provided the balance. The Lightwriter means a great deal to David and Norma and is another example of how the RNBT and other kindred charities can co-ordinate their efforts to meet the needs of the Naval community.

● The Magees are pictured, above, with WO Chris Sinden (centre), chairman of the Plymouth Area Committee, RNBT.

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£30,000 a week
The size of RNBT's present average weekly expenditure in grants and allowances



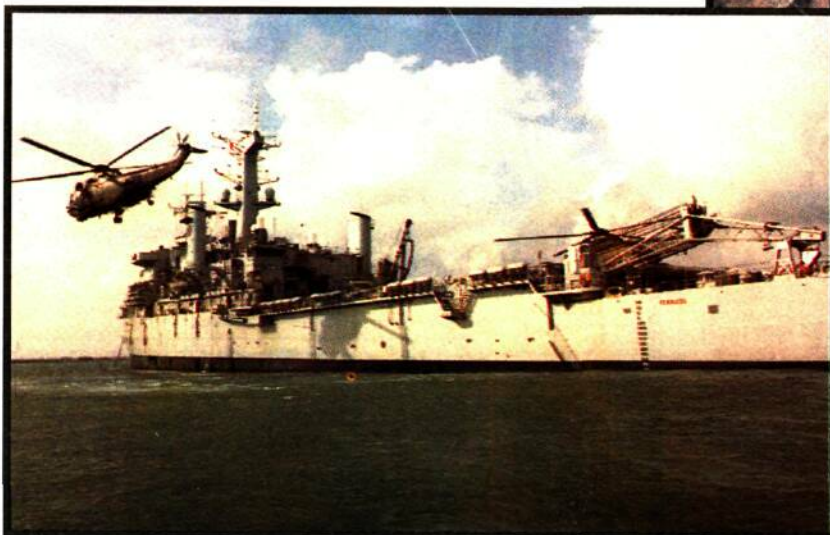
BY THE NAVY

FOR THE NAVY

The Royal Naval Benevolent Trust makes no appeals to the public. It relies on canteen rebates, voluntary donations, investment interest and legacies, to carry on its important work

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Assault ship tackles Portland's first evacuation exercise



WIND OF CHANGE FOR FEARLESS

WHEN Hurricane Wendy swept through the southern Caribbean, bringing chaos and destruction to the islands of Tesdor, the assault ship HMS Fearless was quickly on the scene to assist.

Hardest hit was the principal tourist island of Nosirp, its main town of Mijas being devastated with most of the buildings hit by fire and flood and many locals and tourists injured and without shelter.

As Fearless drew near her helicopters and landing craft went into action, swiftly taking

ashore medical, rescue and fire-fighting teams with plans already in hand to set up field

kitchens and evacuate the seriously injured as well as British nationals who had been holidaying there.

As they tended the injured, fought the fires and extracted people from the ruined buildings the ship's company might have noticed that although the weather was distinctly stormy, the temperature was far from tropical. There were no palm trees and the whole area looked rather familiar.

Yes — they were actually at Portland (England) for a Disaster Exercise (DISTEX) and Non-Combatant Evacuation Operation (NEO) under the watchful eyes of the staffs of Flag Officer Sea Training and Commodore Amphibious Warfare.

It was the first time that an NEO had been undertaken in the UK. Fearless used United States doctrine to formulate a plan and massage it around the Portland scenario.



So that the ship's capabilities did not foreshorten the exercise, the Fearless was not allowed to use her larger landing craft or to land her own vehicles and heavy machinery.

The exercise was the largest of its kind staged at Portland and every effort was made to make it as realistic as possible.

The hapless population of Nosirp were played by a varied band of actors — 200 from the Royal Marines Commando Logistic Regiment, 24 Wrens and about 40 teenagers from local schools.

Some of the performances were of Oscar-winning stan-

dard as distraught mothers screamed for missing children, victims with horrifyingly realistic wounds cried out in pain and disgruntled agitators demanded that the people be fed.

Fearless's many assets for conducting this type of operation — helicopters, landing craft and communications — were all put to good use and her ship's company gained valuable training and experience in all aspects of disaster relief.

Next time it could well be the real thing for the assault ship as she is due to be operating in the Caribbean at the height of the hurricane season.

TOP LEFT: At anchor off the island of Nosirp, HMS Fearless uses her aircraft to ferry supplies and rescue teams.

TOP: The ship's firefighting crew in action.

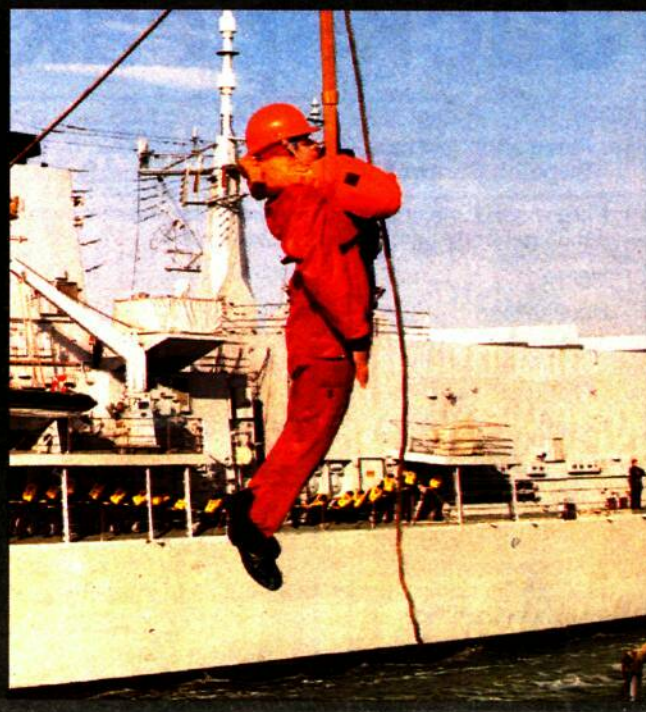
ABOVE: LSTD Billy Bounds and WrenSTD April Chandler get to work on hurricane victims, all of whom are still shocked by the force of the storm.

Pictures: PO(PHOT) Dizzie De Silva



Citizens of Tesdor, alias local children and their teacher, climb aboard a Sea King for evacuation to Fearless.

Lizzy walks on air with the Navy



TRANSPORT of delight for 17-year-old Lizzy Weatherhead took the unusual form of a jackstay transfer when she claimed her Royal Tournament prize of a day at sea with the Royal Navy.

Lizzy, who embarked in the Type 42 destroyer HMS Southampton at Portsmouth, watched with her mother and father (Peter and Marion) and her 13-year-old brother Robert, as the destroyer exercised with her sister-ship HMS Birmingham and the Type 23 frigate HMS Lancaster.

Then Lizzy was dancing on air as, via the jackstay, she paid a "flying" visit to Lancaster, hauled over by 30 sailors as shown in our picture (left). On the right, Southampton and Lancaster steam in line abreast as they prepare for the evolution.



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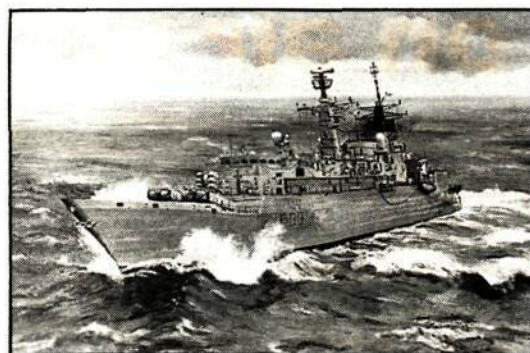
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Salute to Scharnhorst by old comrades

VETERANS from both sides of the Battle of North Cape joined together in a Service of Remembrance and Reconciliation on November 14 to mark the 50th anniversary of the sinking of the German battle-cruiser Scharnhorst.

Among the congregation were three of the 36 survivors of the Scharnhorst's complement of nearly 2,000, most of whom perished in the freezing waters of the Arctic when the pride of Hitler's navy succumbed to superior British tactics and firepower on Boxing Day 1943.

It was Britain's last battleship action and to a large degree one of the first sea battles of the electronic era, radar playing a vital role in locating the enemy in Arctic darkness and winter weather.

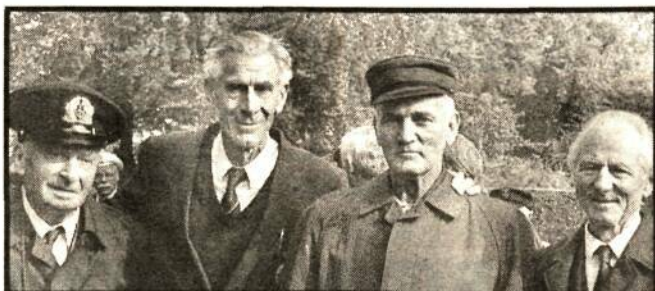
German pastor

The Service of Remembrance was held in HMS Belfast, one of the ships which took part in the action, and was conducted by the Chaplain of the Fleet, the Ven Michael Bucks, and by the Pastor of the German Parish of London South, Pastor Hans-Peter Hoppe. Music was played by the Royal Marines Band of Commander-in-Chief Fleet.

In October members of the Royal Naval Association and

British veterans of North Cape were guests of the Scharnhorst Association at the three-day Bordkameradschaft Scharnhorst event at Wilhelmshaven. They laid wreaths at the Scharnhorst memorial and were treated to guided tours of the German naval base.

Scharnhorst, regarded as the German Navy's happiest and most effective surface warship, was a significant threat to the Allies' convoy link with Russia.



Scharnhorst survivors Willie Goedde and Gunter Bohle with British veterans of the Battle of North Cape — George Eyre (second from left) and John Wass (right). The picture was taken during a Scharnhorst Association reunion at Wilhelmshaven in October. George, a member of Mansfield branch RNA, was in HMS Duke of York while John served in the destroyer HMS Scorpion.



HMS Jamaica, the cruiser that delivered the coup de grace to the German battle-cruiser Scharnhorst (right).

From her base on the north coast of Norway she and other elements of the German navy could at any time sally out to maul the merchant ships on their way to and from Murmansk and Archangel.

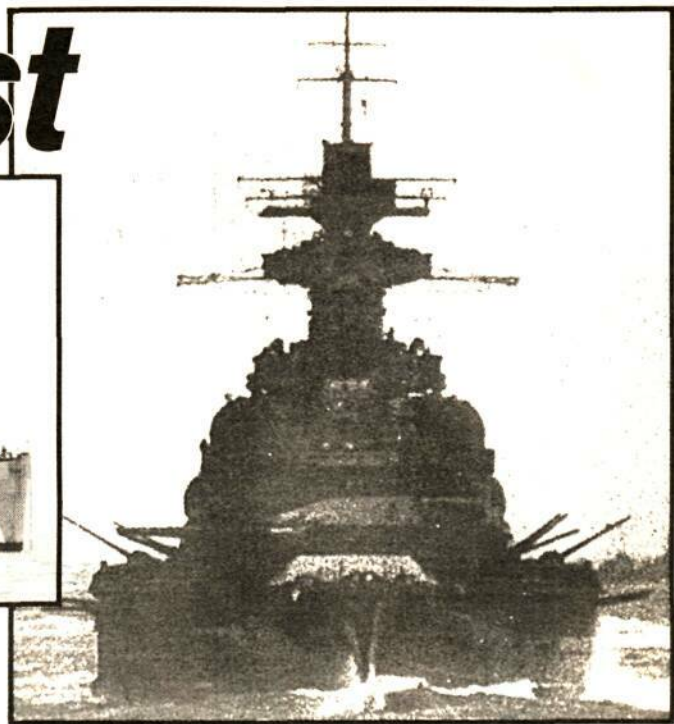
Britain was forced to commit heavy naval forces to provide long-range protection for the vulnerable convoys — and it was one of these groups, under

the Commander-in-Chief Home Fleet, Admiral Sir Bruce Fraser, that finally confronted and trapped the Scharnhorst.

Fraser, with the battleship HMS Duke of York, the cruisers Norfolk, Sheffield, Belfast and Jamaica, and a force of several destroyers, located Scharnhorst on radar on the morning of December 26. Separated from her escorting destroyers, the German battle-cruiser turned on the shadowing British cruiser force and a brief action ensued in which the Scharnhorst's own radar was damaged.

In an attempt to shake off the cruisers, the Scharnhorst turned for home, unaware that Fraser's main force was approaching from the south-east to intercept and trap her.

When Duke of York finally got within range she scored several radar-guided hits on the German ship, but it seemed the Scharnhorst's speed would keep her out of serious trouble — until a brilliantly executed torpedo attack by the British destroyer force slowed her down to once more put her un-



der the British flagship's guns.

Having battered the Scharnhorst into silence, Fraser ordered the final attack to be made by the cruisers Belfast and Jamaica. The last recorded action in the battle was the firing of three torpedoes by Jamaica at 1937 at a range of 3,750 yards.

Melee of ships

In his despatch to the Admiralty, Admiral Fraser wrote: "Two hits were claimed but none observed as the target was completely hidden by smoke; they are considered probable as underwater explosions were felt after the correct interval."

"When Belfast turned to fire her port torpedoes at 1935 she found such a melee of ships and fire around the target that she altered round to the southward to await a more favourable opportunity. She came in again for her final attack at 1948 but on firing starshell to illuminate the target it was clear from the

surrounding wreckage that Scharnhorst had by this time sunk."

On returning to Scapa Flow, Jamaica was awarded the honour of leading the Battle Fleet through the cheering lines of ships.

More than 1,900 men died in the Scharnhorst. Six British sailors were killed in the action. Among the dead were all the Scharnhorst's officers including Capt Hintze, and Rear Admiral 'Ali' Bey.

When Fraser's despatch was published after the war, Naval Review commented: "However ill one may have thought of the Germans, however evil their design or poor their conduct of the action, there were brave men in the Scharnhorst. She went down into the Arctic Ocean a mass of scorched and twisted steel pounded to a standstill; but she took nearly all her crew with her and they fought her to the last chance."

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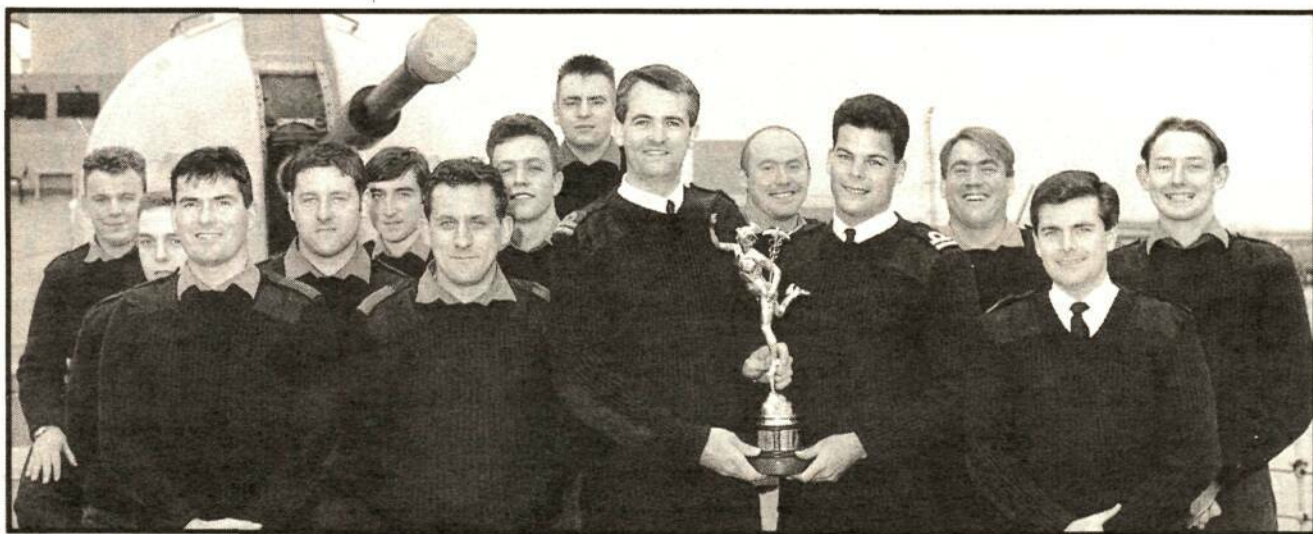
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York Comms are just champion!



HMS YORK's winning communications show-off the Surface Flotilla Communications Trophy for 1992-93.

The team scooped the coveted award as a result of Comms Branch excellence displayed during deployment with Standing Naval Force Atlantic. They also proved their mettle during York's role as a platform for principal warfare officer

sea training at Portland and as escort to the Royal Yacht.

In the Adriatic particularly, York was instrumental in establishing the novel and complex communications architecture which served the many different task groups serving there.

The award citation praises the communications department for their enthu-

siasm, professionalism and sheer hard work.

They are (from left) RO(U) Andy Thornton, LRO(G) Rob Mosely, LRO(G) Neil Martin, RO(G) Sean Robinson, RO(G) Paul Corrigan, LRO(G) Geoff Hayward, RO(U) Neil Sharp, RO(T) Tim Hill, Lt Rick Marshall, LRO(T) Paul Noble, Lt. Paul Russell, LRO(T) Pete Campbell, CRS David McSherry and RO(T) Barry Aitken.

Welfare unit named after campaigner

A NEW unit at the Ex-Service Mental Welfare Society's Tyrwhitt House has been named in tribute of an "agony aunt" who campaigned on behalf of Forces families.

In November Col. John Mayo, Director General of Help the Aged, was invited to name The Jacqueline Mayo Unit after his late wife who for many years edited the families pages of Soldier Magazine.

Jacqueline, who died in May at the age of 56, also worked hard on behalf of old or infirm ex-Service men and women. The unit named after her forms an extension of the Society's facilities for mentally disabled ex-Service people of all ranks.

It was opened in the presence of the Society's president, Gen Sir Charles Huxtable, as well as patients, trustees and friends of the Society.

A former member of the Women's Royal Army Corps, Jacqueline campaigned vigorously on such issues as Forces pay, welfare anomalies affecting Service families, maternity benefits for Service wives, the right of Service wives to work and funding for night shelters for homeless ex-Service people in London.

She was a member of the management committee of the Ex-Services Mental Welfare Society and regularly visited the Society's homes in Scotland and Surrey. She raised money on behalf of the organisation and took a detailed interest in the provision of nine extra bedrooms at Tyrwhitt House for those who are physically disabled.

the Romsdalshorn, the Breintind and the Store Trollind.

The group then travelled south to the Folgefonn ice-cap near Bergen. Three days and two nights were spent on the ice-cap practicing winter mountaineering skills.

● Pictured on the roof of the minibus are (l-r) LMEM Shiner Wright, MEA Simon Jessop, Lt Cdr John Burnip and LMEM Dave Brundle. Kneeling in front is Lt Jeeves Toor, while standing (l-r) are Lt Tes Cope-land-Davis, Lt Los Jarvis, LMEM Gary Jackson, MEA Ian Wilson, MEA Andy Lawrence and Lt Rob Finch.

Hungry for adventure

A PARTY of climbers from HMS Sultan on expedition in Norway were amused to discover that "Sultan Vikings" in Norwegian translates as "Hungry Vikings".

This lot, most of whom had less than 10 months' climbing or serious walking experience under their belts, were hungry for adventure.

Led by Lieut. Rob Finch, they found Andalsnes an ideal mountaineering base for exploring the Romsdalshorn district. In the first week the trekkers covered over 55km of arduous terrain, while the climbers ascended the east face of the Bispen, the north face of

Launch for largest submarine simulator

A NEW submarine named Veracity has been formally accepted into service by the Royal Navy — but the boat will never dive or even put to sea.

Veracity is the name given to the Vanguard-class command team training simulator officially opened at the Clyde submarine Base by Flag Officer Submarines, Vice-Admiral Toby Frere. It is the largest and most sophisticated trainer procured for the Navy.

Veracity, which even has a motto — "The truth lies in the deep", comprises a replica of HMS Vanguard's control and sound rooms. The trainer is also equipped with operational systems driven by synthetically generated signals.

Dynamic

An integrated simulation suite controls exercises and performs the many complex calculations necessary to create realistic and dynamic training scenarios for command information, fire control and sensor operators.

Veracity is the third command team trainer to be installed at Faslane by Ferranti International. Its opening coincides with the closure of Pugna-cious, the first trainer installed 23 years ago for the crews of conventional submarines.

Naafi 'gold' bar opens

NAAFI's new burger bar at HMS Raleigh is expected to reach a sales figure of £80,000 a year.

The bar, named "Walters" (after Sir Walter Raleigh), was opened by the Captain of HMS Raleigh, Capt. Peter Dunt and will provide a comprehensive range of fast food cooked to order for staff and trainees.

As well as the large sales, the bar is also expected to generate an extra £2,800 a year rebate which will be paid into Naafi's Central Fund.



Merry Christmas and Happy New Year THE ROYAL NAVAL ASSOCIATION

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Corsica honours Saracen

BRITISH submarine ace Capt. Michael Lumby RN (retd) has unveiled a plaque in Corsica which commemorates the role of his wartime command HMS Saracen.

Saracen was scuttled off Bastia in Corsica on August 14, 1943, after a remarkably successful career in home waters at first and then in the Mediterranean.

Under the then Lt Lumby she was credited in just over 12 months with sinking a U-boat, an Italian submarine, two Axis tugs and six supply ships representing tens of thousands of tons of shipping.

In addition Saracen shelled a shipbuilding yard near Cap Melel, scoring eight hits on vessels there.

On August 13, 1943 she was on patrol in the

Bastia area when she was attacked by two Italian motor torpedo boats. His submarine too badly damaged to be saved, Lt Lumby surfaced and opened the boat's vents.

The crew abandoned Saracen and after she sank were rescued by the Italian MTBs.

Unveiling of the Saracen plaque formed part of Corsica's celebrations to mark the 50th anniversary of her liberation from the Nazis.

Capt. Lumby, who retired from the Navy as Captain Third Submarine Squadron in 1966, visited Corsica again in November for the inauguration of a monument to four agents landed secretly by Saracen early in 1943. The agents, including a Belgian and two Corsicans, were later captured and executed by Axis forces.

In brief



Sport



CAPTAINED by Lieut.-Cdr. Richard Randall (Manadon), a Royal Navy team competed in the annual Uniformed Services Jumping Competition, organised by the Honourable Artillery Company and hosted by the King's Troop, Royal Horse Artillery, in London.

They could not quite match the standard set by teams from the RAF and the Defence Animal Centre, Melton Mowbray, in the team jumping competition, but Cpl Simon Bustany (42 Cdo) won a special prize in the individual, pick-your-own-route competition.

ROYAL Navy windsurfing champion Lieut.-Cdr. Ian Plant took second place in the CD Hay 7.5m lightweight section of the 15th Cyprus All Island Windsurfing Championships, held at the Episkopi Water Sports Centre, Happy Valley.

WANTED: Sporting individuals with an inclination for speed and excitement. The RN Cresta Team needs novices to ride the Cresta Run at speeds of up to 80mph while lying on a small, steel toboggan. The training period, starting on January 15, will build up to the Inter-Services Race on February 2 and takes place in Switzerland. Anyone interested should immediately write to Lieut. T. Dathan, HMS Montrose BFPO339, furnishing him with their contact telephone number.

COMBINED Services boxers will take on the Russian Armed Forces in HMS Nelson gymnasium on December 13, starting 1930. Tickets are on sale at Nelson Main Gate, priced £5 and £7 ringside.

Colour Sgt Leo Toms has taken over as Royal Navy boxing coach from CPO Tony Bevel, who is leaving the Service. He said: "My first aim is to beat the Army, who have been Inter-Service Champions for the past ten years."

"Then I would love to see as many of the lads as possible progress along the ABA trail."

RN Athletics Club have been allocated three places in next year's Nutrasweet London Marathon (17.4.94). Anyone wishing to take part who has not yet received an entry or who has not achieved "AAA Qualifying Time" should contact RNAC Road Sec, Surgeon Cdr. Simon Sheard at HMS Osprey Sick Bay ext. 2476 before January 1st.

FORTY RN, RM and WRNS physical trainers gave PT displays at both performances of the Festival of Remembrance at the Albert Hall, London.

They trained for two weeks at HMS Temeraire before the appearances, under the direction of the PT School's training staff and the Festival of Remembrance Project Officer, Lieut.-Cdr. Chris Bate.

Bronze place in national rally

A ROYAL Navy team finished the Castrol Crystal Ford Forest Rally to clinch third place in the 1300cc class of a national rally championship.

In all, the team — driver Lieut.-Cdr. Rory McNeile (815 Sqn.), co-driver LAEM Nick Stairmand (Culdrose) and service crew CPO Mick Lawless, LAEM Paul Toon (706 Sqn.), POAEM Jim Abbey (849 Sqn.), AEM Aidrian Flannigan (Culdrose) and CPO Nick Fernandes (Yeovilton) — has contested seven events during the season in a Talbot Samba.

Aside from four rounds of the BTRDA championship, the team also competed in

this year's Tour of Cornwall Rally, a round of the National Tarmac Championship, and finished second in class.

Throughout the season the team has enjoyed the support of Cornish Peugeot Talbot dealers Carr's of Helston and of the Royal Navy Motor Sports Association. Anyone interested in joining the Association should contact CPO David Hudson, AETS, RNAS Culdrose, Helston, Cornwall.

US Marines vanquished by a two-minute margin

AFTER one of the most exciting races for many years, the RN/RM marathon running team of '93 narrowly defeated the US Marine Corps and were presented with the Victory Trophy by Rear-Admiral Paul Hoddinott (Commander, British Naval Staff Washington).

The presentation took place in front of the two Jima Memorial in Washington DC.

This fourth win out of four under "Hoddinott management" — the Admiral returns to the UK in '94 — has opened up a

10-6 lead for the RN in their annual run off against the USMC.

The Americans began strongly this year, but the discipline of the RN won the day. Excellent runs were recorded by Lieut. Steve Gough (Sultan), 14th in 2 hours 29 minutes; CPO Ian Garmory (Raleigh), 37th in 2:36; and Surgeon Cdr. Simon Sheard (Osprey), 55th in 2:38.

The combined times of these runners produced a two minute advantage over the USMC rivals. The remainder of the RN/RM team were well placed in a field of

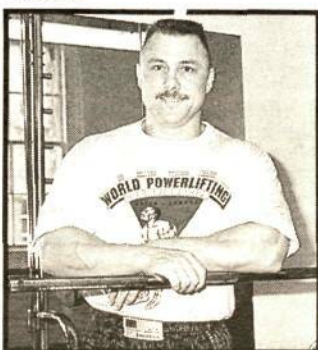
over 15,000 runners in America's "People's Marathon."

They were: 80, Lieut. Jim Donnelly (Heron) 2:42; 81, Sgt Paddy Johnson (CTCRM) 2:42; 150, Lieut.-Cdr. John Gueran (Nelson) 2:47. The RN/RM squad were the second military team home, behind a strong Mexican Navy Reservist team for the third year in succession.

Competition for places gets tougher each year but if you think you've got what it takes, team manager Cdr. Al Rich is keen to hear from you. Telephone Raleigh ext. 41204 or 41238.

ImPRESSive!

STRONGMAN Ian Walker, who took up weight training in 1986 to improve his fitness for rugby, has returned from the World and European Powerlifting Championships in France with a new British and European Bench Press record.



Colour Sgt Ian Walker, a Royal Marine instructor at HMS Nelson, broke the previous 232.5kg record with a lift of 235kg. He was placed second in the European and third in the World rankings.

Standing 6' 2" and weighing 18½ stone, Ian believes he is reaching his peak as a powerlifter. He is able to lift over 300kg, the weight equivalent of a Mini car. Before he retires from the sport he would like to clinch himself a world title and follow Geoff Capes as Britain's strongest man.

Sub-aqua diving, swimming, cycling and parachuting are among his other interests, though he's given up the rugby. Because powerlifting is not an officially recognised sport in the Services, Ian has to meet all his own expenses to compete. Although as a member of the national squad he will receive some assistance with travel costs, he hopes to find a sponsor, particularly after he leaves the Service next year.

TWELVE GOALS UP IN FIRST FOUR MATCHES

PLAYED over four days, the Inter Command Soccer Competition took place at RNAS Culdrose for the first time, in dry but windy conditions. Naval Air Command made home advantage pay when they defeated Plymouth 1-0 in the final to retain the cup, writes Lieut.-Cdr. Jim Danks.

First half of the final was goalless. But with normal time running out, LAEM Nigel Thwaites broke the deadlock. He scored with a shot through a gap in the defensive wall following a free kick. NAC thus won the title for the third time in the last four years.

Afterwards Capt. Graham Robinson, DNPTS and RNFA Chairman, presented the cup to LAEM Chris Fairey.

□ □ □

CTCRM and HMS Neptune competed in the final of the Lambs Navy Cup at Lymington. The sailors triumphed over the Royal Marines 3-2 in extra time in a very exciting match.

It was slightly against the run of play when MEM Steve Gardiner put Neptune ahead following a corner from Walker. CPO Stuart Adams, the Neptune keeper, turned a shot on to the bar and behind for a corner.

It was in the 40th minute that the Royals scored a deserved equaliser. Cpl Trevor Ford found Mne Jason Kilner with a fine through ball on the edge of the area and as Adams advanced, he coolly slipped the ball past him.

Adams twice denied the eager Lymington forwards as the game went into extra time with an outstanding double save from Aston and Molverhill and Kelly then hit his shot against the bar. Ford played an excellent pass to Kilner, who was brought down in the area by a desperate lunge from Adams. Mne Aston scored from the resultant penalty.

LMEM Andy Hume scored twice in the last seven minutes and Neptune controlled the play until the final whistle.

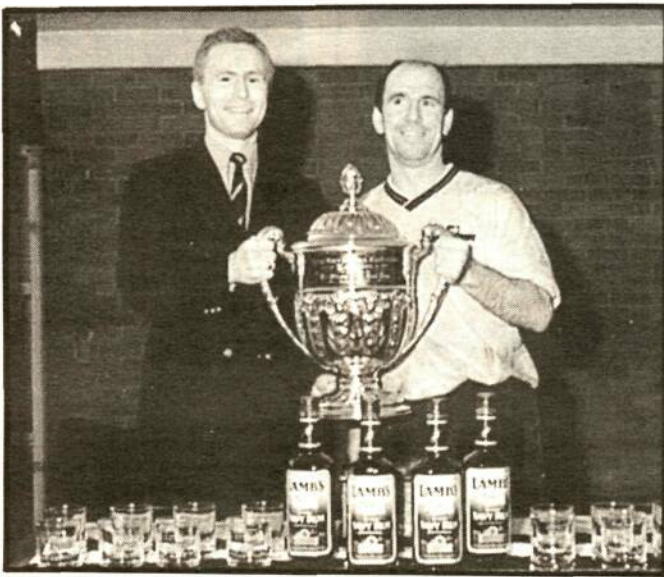
Mr Alan Ball, 1966 England World Cup player and manager of Exeter City, presented the Man of the Match award to CPO Stuart Adams, now improving his tan in Barbados as a member of the touring RN cricket team.

Mr Peter Martin, representing James Burrough Ltd, presented the cup to CPO Gordon "Whiskey" Walker, captain of the Neptune team. This was a special game for Gordon — his seventh final. He played his first in 1973 for HMS Blake.

This was his second cup winners medal; both for HMS Neptune.

The RNFA are very grateful to Lambs Navy, sponsors of this year's competition. Their sponsorship included new team

Against London University the win was even more decisive: 5-0 to the Royal Navy. In his best scoring performance for the RN Senior side, LPT Ian Smith (Illustrious) scored four. The fifth came courtesy of



Skipper CPO Gordon Walker receives the Lambs Navy Cup on behalf of his Neptune team from Mr Peter Martin, of James Burrough Ltd.

Picture: John F. Sculpher, Exeter.

shirts with the Lambs logo for the finalists.

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RNFA is also very grateful to Naafi for their sponsorship of Navy football this season. The initial matches gave potential Navy players the opportunity to stake their place in the squad.

RNFA v Sussex Intermediate took place at Lancing. The traditional opening fixture ended with a 3-0 win for the Navy — CPO Will Flint (Heron) scored a hat trick. The match marked the 50th appearance for POPT Eric Barrett (Cochrane).

□ □ □

POPT Steve Riley headed in his first goal of the season early in the RN v Cambridge University game at Burnaby Road. Ten minutes later LPT Fraser Quirke headed in a second. LAEM Nigel Thwaites gave the Navy their third. And the match finished 3-0.

□ □ □

Thwaites from a penalty.

The Navy were extremely fortunate, though, to come away with a 1-0 victory over Oxford University. Luckily, MEM Jason White was in excellent form in the Navy goal. The Navy snatched victory when Russ Wilson found the corner of the net, to rob the Dark Blues of a victory their attacking play had deserved.

The Navy manager will not have been pleased with this performance but the team scored 12 goals without reply in the first four matches; a satisfactory start, certainly.

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FIXTURES: Dec. 1 Amateur Football Alliance at Burnaby Rd 1415; Dec. 7 v Isle of Wight at Ryde Sports Ground 1930; Met Police fixture cancelled; Dec. 14 v English Universities at Southampton University. Jan. 19 v Civil Service at Chiswick 1415; Jan. 26 v HM Prison Service at Newbold Revel 1400.

YOUNG BLOOD AND NAVY RUGBY

UNFORTUNATELY, the *Leprechaun* is unable to report on the RN v Hampshire match last month due to the Navy News printing deadline, but comments will appear in the January '94 edition. However, this does allow *Leprechaun* the opportunity to run a short PR campaign in the search for potential Navy rugby players.

Many of you who were at the Rectory on November 30 to watch the Combined Services take on the All Blacks may not realise just how close you could be to playing on such an occasion.

The CS selectors choose players from the three Services and they, in turn, select from their senior and junior single Service teams.

In the RN, all junior rugby is run by the RN Rugby Union Youth organisation, formed this season from the U21 and Colts teams of previous years. The Youth organisation embraces U21, U20 and U19 age levels, plays against the Army and RAF in the U21 Inter Services competition and puts forward players for the U21 and U19 CS XVs.

The team plays every other weekend in the autumn term, the Inter Services in January and goes on tour to the North of England at Easter. So far this season the Youth XV has played Exeter, Gloucestershire, a Yeovil XV and Westlands Colts. Their record is two wins and two defeats, with games against Dunvant, Oxfordshire and a Cornwall Combination team to come.

Our regular rugby followers will appreciate that with the present dearth of U21 players within the RN, there is little opportunity for ships, establishments or even Commands to run any youth teams. So, how does a budding RN U21/U19 player get himself known? The best way is to talk to any of the youth management team!

Chairman: Cdr. Jim Clippson, Heron 5536. Coaches: Lieut.-Cdr. Phil Noble, Neptune 3428 and WO Mick O'Shea, Temeraire 25552. Managers: CPO Brum Wyatt, Portsdown 2016 and CPO Taff Greenway, Neptune 3243. Alternatively, talk to your rugby PT, who will be only too keen to point you in the right direction.

If you were born, therefore, on or after September 1, 1972, are or have been a rugby player and think you are good enough to play for the RN, then get in touch.

At CS level the U21s play a series of matches leading to Twickenham against the England Students and CS U19s play against Cardiff and Bridgend in late April. The route to playing the All Blacks is to play for RN Youth, CS U21 and then the Navy senior side. We cannot afford to miss out on rugby talent so let us hear from you as soon as possible.

Meantime, the *Leprechaun* wishes all our readers a very happy Christmas and a very successful rugby New Year.

RAF HOPES BATTERED BY 12lb COD

HOT on the reels of winning the team event in the British Boat Angling Championship, Royal Navy/Royal Marines fishermen have won the 1993 Inter-Service Boat Sea Angling title.

This two-day event was fished off Portsmouth in atrocious weather conditions. Representing the Senior Service were CPO Jim Steptoe (Sultan), CPO Pete Hegg (Osprey), CPO Geoff Murphy (Cochrane), Sgt Steve Pope (HQ&Sig Sqn RM), CPO Andy Andrews (Defiance), Mne Duncan McCracken (RM Poole), CPO Ted Edwards (Stonehouse), PO Mike Hall (Sultan), MEM Tony Pike (RM Poole), CPO Norman Barlow (Illustrious), Lieut.-Cdr. Colin Dodd (RNR Sussex), LCK Jan Fiander (SM2), CPO Clive Hurst (Dryad), and reserves PO Kevin Morrell (Exeter) and RPO Trevor Sutch (BRNC) team captain and manager.

It wasn't until the presentations in the Home Club, Portsmouth, that the result became clear. The Navy were Champions by a margin of 17 points — 151 to the RAF's 134. The Army hosts lagged on 75. Clive Hurst also bagged himself a trophy for catching the heaviest fish of the competition, a 12lb cod.

ROY RACES TO THIRD BRC TITLE

ONE ambition thwarted and one achieved sums up motorcycle racer Roy New's 1993 season. He was unable to take part in the Manx TT, but he did enter and win — for the third year running — the BRC Open Class 2-Stroke Championship.

LS(D) New, of the Portsmouth Area Clearance Diving Unit based at HMS Nelson (Gunwharf), said lack of funds ruled out a trip to the Isle of Man. Instead he concentrated on his bike, fitting a new dry clutch and gearbox.

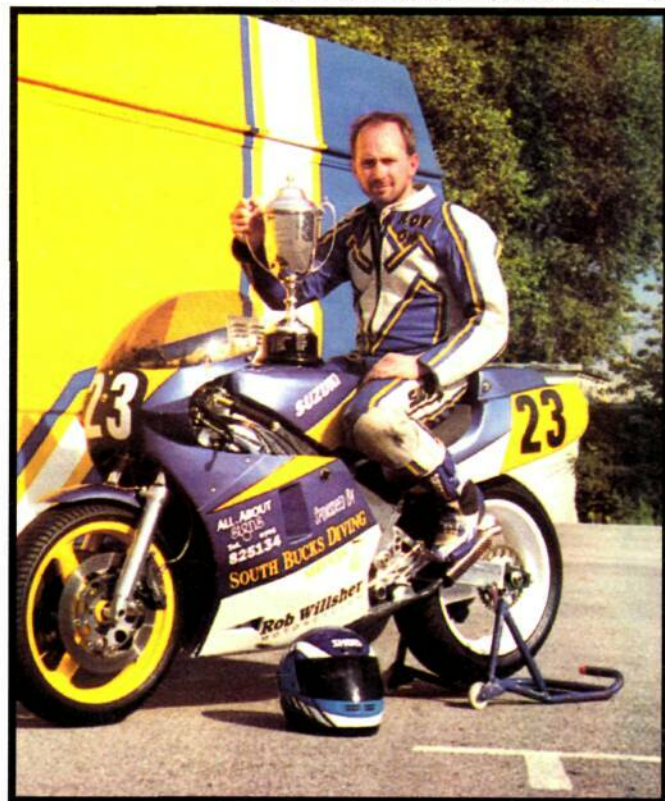
There was a delay in getting these and once they were fitted the gremlins persisted. Apart from straightforward teething problems, various adjustments had to be made to the motorcycle because of differences the clutch and gearbox made in the machine.

"Every time out this year it's been hard

work and hard on the pocket; making changes between meetings and then trying to get used to them before the next meeting... and all the time trying to win the Bantam Racing Club Championship," said Roy.

However, win it he did. Now Roy's looking forward to the next season and he is hoping to find sponsors. Anyone who can help should ring him on Portsmouth 780372.

● Roy would like to thank DNPTS (travel expenses), HMS Nelson Sports Fund, Rob Willsher Motorcycles (engine spares and back-up), RNMCC (equipment grant), John Knox (spanner man), family and friends.



Sport



Paddling against the tide



THE River Trent at Newark was the venue once again for this year's Inter-Service Marathon Canoe Championships. As always the 13.5 mile course proved to be a tough challenge, and for many of the less experienced Navy paddlers it was a real test of courage and stamina.

The RN pair of Lieut. Kevin Enright and CPO Mike Smith (pictured back and front respectively) found themselves up against the Army crew of Heath and Capps, who were to represent Britain the following week. The two crews quickly broke away from the rest and by the first portage had developed a considerable lead.

By the second the Army had sprinted clear and gained a 50m lead. Over the next three miles Enright and Smith took the bit between their teeth and gradually gained on the leaders.

Desperation

The remaining six miles saw both crews desperately trying to escape each other without success, so the winner was decided in the final burn to the line, which the bitterly disappointed Navy pair saw Heath and Capps cross inches ahead of them.

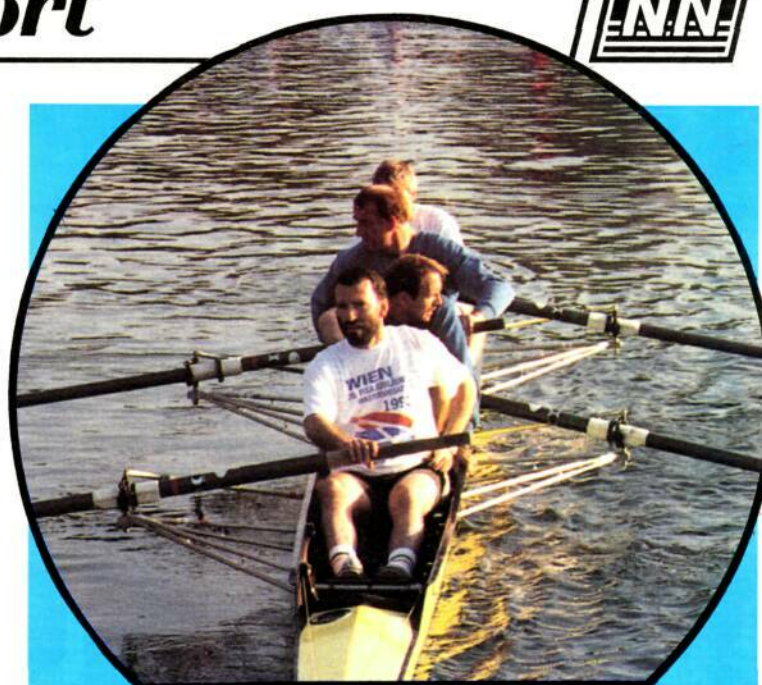
Other RN paddlers, Sgt Foggy Phillips, PO Chris Barrel and CPO Dave Flynn managed to come in fourth, fifth and

sixth respectively in the single seaters, but lack of experience among the rest ensured the Navy was always to come a poor third to the other two Services.

Similarly, when the sprint events took place at the National Water Sports Centre, Holme Pierpoint, lack of strength in depth guaranteed the Navy would not shine in the team event.

Nevertheless, Enright and Smith were determined the Army should not have a clean sweep and they paddled an outstanding 500m K2 sprint, snatching gold in the last 5m.

Next year the Navy is looking forward to the return of many of its paddlers from seagoing drafts and appointments and, it is hoped, a reversal of its fortunes.



OARSOME!

CDR Martin Littleboy (ex-MCM1 and currently studying for an MPhil at Cambridge University) and Lieut.-Cdr. David Hosking (commanding officer of HMS Sandown) competed in the 20th World Veterans Rowing Championships in Vienna.

Representing the Royal Navy Rowing Club, they rowed as part of a combined crew, with oarsmen and women from St Andrew Boat Club, Edinburgh.

Some 4,000 competitors ranging in age from 27 to 90, travelled from 30 countries to take part in this, the world's largest rowing regatta.

Events were organised according to boat types and average age groups. The RN duo competed in the Men's Group B (average age 36 years) coxless and coxed fours, the Mixed Group B Eights, plus the Men's Group C (ave. age 43) Eights events. They achieved fourth, third, second and fourth place respectively.

David, who won a gold medal for Britain in the World Lightweight Championships back in 1980, said that considering the lack of opportunity the crew had had to train together before the Veterans event, the results were not too bad at all.

Above: On their way to the start of the Coxless Four Group B event are (front to back) Lieut.-Cdr. David Hosking, Mike Morrice (St Andrew BC), Cdr. Martin Littleboy and Iain Boyd-Whyte (St Andrew BC).

Carol makes short work of Bermudans

MATCHES against players from the island's top clubs awaited the Royal Navy tennis squad on their invitation tour of Bermuda, which culminated in a match against the Bermuda National Team.

The overall standard of all players proved ideal and the opposition proved to be both challenging on court and very hospitable to the visitors off court.

Concurrent with the tour was the annual tournament of the Port Royal Tennis Club. All tour members were entered in the singles and various members teamed up for the doubles events.

Following notable victories against

the island's top lady players, Lieut. Carol Elliott (Dryad) won the ladies singles event and a trophy. In the men's singles, Lieut. Rob Reynolds (Alacrity) was on the verge of a semi-final place when he was forced to scratch on match point owing to the imminent end of the tour.

The overall result was that the Royal Navy team won two matches, drew one and lost three. In all the tour was deemed a tremendous success, characterised by high quality sport played in an atmosphere of goodwill.

Others taking part were Lieut.-Cdr. Tim Reynolds (Campbeltown), Lieut. Andrew Mills (BRNC), Lieut. Ian Stokes

(MOD(N)), Sub-Lieut. Phillip Hacon (BRNC), PO Darren Sullivan (Osprey), LPT Dolly Gray (Ark Royal), Lieut.-Cdr. Carolyn Crumplin (CINCFLEET), Lieut. Isobel Markowski (FOST OPS), Lieut. Nicola Spurgeon (Temeraire) and Lieut. Jo Studdard (COMCEN, Whitehall).

● Match results were as follows: RNLTA v Pomander Gate, RNLTA lost 1-13 rubbers at Pomander Gate; RNLTA v Bermuda Police, RNLTA won 5-4 rubbers at Prospect; RNLTA v Port Royal TC, RNLTA drew 2-2 rubbers at HMS Malabar; RNLTA v Island Professionals, RNLTA lost 1-3 rubbers at Sonesta Beach Hotel; RNLTA v Coral Beach TC, RNLTA won 6-5 rubbers at Coral Beach Hotel; RNLTA v Bermuda National Team, RNLTA lost 3-8 rubbers at the National Sports Centre.

The tourists are pictured with the Governor of Bermuda, Lord Waddington.



JACK

BY TUGG



Time up for last Ton

LAST of the Ton-class mine countermeasures vessels was being decommissioned in Portsmouth on December 3.

HMS Nurton, the last operational wooden-hulled ship in the Navy, has been in service for 37 years and has steamed a total of 326,273 miles.

Prime cuts

Wren Steward Ursula Ball — currently on the Prime Minister's staff at Chequers — was joint winner with Leading Cook Geoff Gillet of the gold medal in the Cook and Serve section of this year's Salon Culinare at HMS Nelson.

Young Cook of the Year gold medal and Prix d'Honneur went to Cook Anthony Spreadborough — one of many talented contenders in what was praised as the best Navy cookery contest in ten years.

Full results and pictures next month.

Compulsory redundancies down to a handful

PHASE 3 of the redundancy programme produced enough applicants in most categories — only six officers and 38 junior ratings/NCOs/other ranks have had to be selected as non-applicants.

Of the latter, 26 are taken from the Royal Marines Band Service, while 64 sent in applications which have been accepted.

Of 3,400 applications seventy of those accepted for redundancy have come from officers, with 668 from senior ratings/NCOs. Six per cent of the total of 2,439 redundancies are women — but these have spread equally among sea-going and non-seagoing Wrens.

Second Sea Lord Admiral Sir Michael Layard told Navy News the redundancy boards had been able to offset the shortage of applicants in some categories by selecting more from others where the latest forecasts made this feasible.

Thus there had been no need to select non-applicants in four categories — AEA(R), WEA(AD)SM, WEA(AD) and WEA(OC)SM — where it had first been thought compulsory redundancies might be necessary.

Rigorous application of nor-

mal manpower regulators such as reduced recruiting, inter list transfers, Second Open Engagement and control over premature voluntary release withdrawal had protected over 40 per cent of the Navy from the threat of redundancy and Admiral Layard hoped to avoid further cutbacks in personnel next year, though he could not entirely rule out the need for future redundancies.

Turbulence

"The large numbers leaving the Service during April-December next year will constrain drafting and appointing flexibility, and turbulence is inevitable over this period," he added.

"Short-term gapping may have to be accepted and opportunities for release at less than normal notice under PVR or redundancy may reduce.

"Ratings with a draft order to sea should not automatically assume that it will be cancelled as a result of selection for redundancy — it may be that some of those selected will have to return to sea for a short period until a relief can be found."

Endurance on record trip

ICE patrol ship HMS Endurance was sailing to Antarctica this month to attempt her most ambitious programme yet.

Her planned course is due to take her farthest south than any previous British warship — as well as polar explorer Shackleton's ship of the same name which was crushed in the ice almost 80 years ago.

Dukes come under control

HMS Westminster arrived at Devonport last month as the first Type 23 frigate to carry the new command and control system used to co-ordinate the Dukes' formidable firepower.

The first version had been found to be inadequate and was scrapped over a year ago. Westminster is the first ship to have the new system installed during build and the other seven of the class serving with the 6th Frigate Squadron will have theirs retro-fitted.

They are shortly scheduled to take over patrols in the South Atlantic.

NINTH of the Duke-class frigates, HMS Northumberland, completed contractors sea trials successfully on November 9. She is building at Swan Hunter Shipbuilders, Wallsend, and is due to be accepted into service in May.

The ship's company are developing links with the County of Northumberland and are receiving visits from members of the county council and the ship's affiliated Sea Cadet unit, TS Tenacity.

Boxer's back

HMS Boxer returned to Devonport last month after five months in the Adriatic. She has been relieved by HMS Sheffield.

Boat Show

The London International Boat Show at Earls Court from 6-16 January features a 'Sail Scotland' pool area plus the usual huge selection of boats and marine products — and the Royal Navy stand, of course.



Old comrades remember

STANDARD bearers of the Submarine Old Comrades Association at the National Submarine War Memorial Parade on the Victoria Embankment.

The Act of Remembrance was led by SOCA President Rear Admiral Anthony Whetstone and the Parade, accompanied by the Band of the Royal Marines, was also attended by the Flag Officer Submarines, Vice Admiral Toby Freere.



Century-old charmer

AS her 100th birthday approached, Mrs Jane Figg hinted that it would be nice to invite a Royal Marine to the party at her home at Billingshurst, West Sussex — and she duly got her wish, in the shape of Sgt Graham Hitchins.

Her late husband Jack had joined the Corps in 1912 and retired as a captain in 1946.

Said Sgt Hitchins after presenting her with her telegram from the Queen: "Mrs Figg is a very charming lady and the Royal Marines were glad to be part of her special day. We hope her association with us continue for a long while to come."

